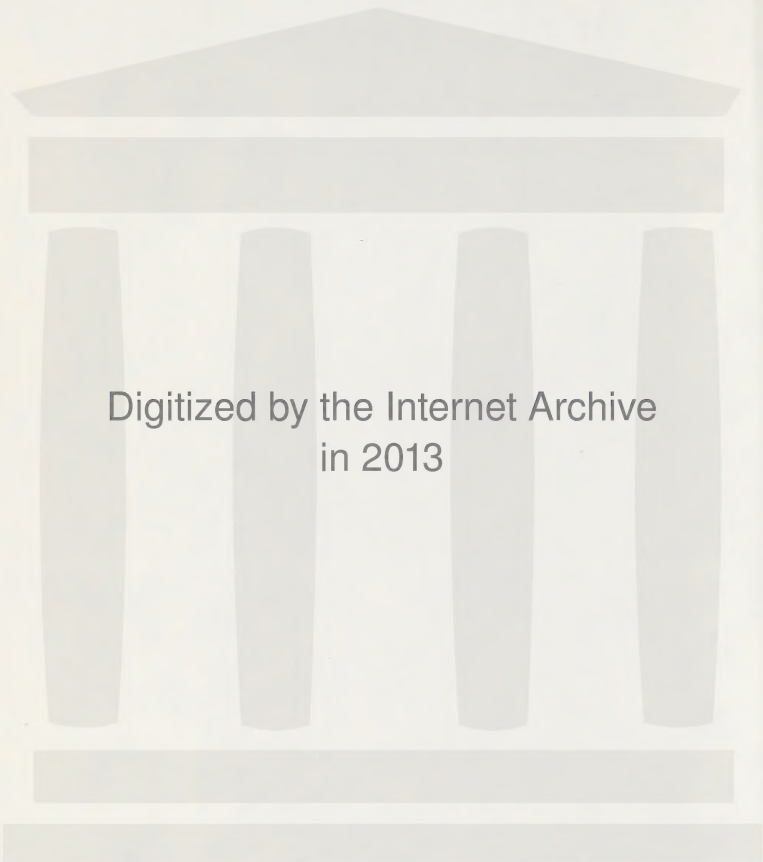
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Contents

F. W. HOWAY ..... The Voyage of the Hope: 1790-1792 3
WILLIAM S. LEWIS ..... Francis Heron, Fur Trader: Other Herons 29
C. B. BAGLEY ..... Death of E. O. S. Scholefield 35
VICTOR J. FARRAR ..... Pioneer and Historical Societies of Washington 37
EDMOND S. MEANY ..... Origin of Washington Geographic Names. 44
DOCUMENTS—The Nisqually Journal, Edited by Victor J. Farrar 59
BOOK REVIEWS 66
NEWS DEPARTMENT 75

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THE VOYAGE OF THE HOPE: 1790- 1792

As is well-known the maritime fur trade on the Northwest Coast of America had its origin in the accidental discovery by Captain Cook's sailors that the furs which they had obtained at Nootka in exchange for the veriest trifles were of great value in the eyes of the Chinese. Naturally the earliest of these traders came from India and China. At that time the monopolies of the South Sea and East India companies closed the Pacific Ocean against British enterprise. Some British vessels, like the *King George* and the *Queen Charlotte,* the *Princess Royal* and the *Prince of Wales,* operated under licenses from these companies; other British vessels, like the *Imperial Eagle,* the *Felice,* and the *Iphigenia,* took refuge under the flags of Austria or Portugal; while doubtless, numerous others, like Meares' *Nootka,* simply disregarded the monopolies altogether. So the trade went on from 1785 until 1788.

In September of the latter year appeared at Nootka a new flag—that of the United States of America. This first American venture consisted of the *Columbia* and the *Washington,* commanded by captains Gray and Kendrick. After about a year spent on the coast the *Columbia* sailed for China with the furs collected by both vessels, and thence to her home port, Boston, where she arrived August 10, 1790. Though the voyage had proved a great disappointment, financially, yet other enterprising Boston merchants determined to essay another venture.

The vessel they selected was the *Hope,* a brigantine of seventy tons and slightly built. In command they placed Joseph Ingraham, who had been mate of the *Columbia.* This move angered the owners of that vessel, who seemed to think that as they had introduced Ingraham to the fur trade they had some vested right in his services. The incomplete record of this voyage, commonly known as Ingraham's Journal, exists in manuscript in the Congressional Li-

The Washington Historical Quarterly

THE VOYAGE OF THE HOPE: 1790-1792

brary in Washington. A copy is in the Archives of the Province of British Columbian Victoria; and it is by the kind permission of the Archivist that I am permitted to use it in the preparation of this summary.

The *Hope* sailed from Boston September 16, 1790. Poor Ingraham, who had only enjoyed five weeks in civilization after an absence of three years, found himself once more bound for the Northwest Coast and facing an absence of at least three years.

The *Hope's* course was as usual by way of the Cape Verd and the Falkland Islands. Bonavista, one of the former, was sighted October 31, and on the following day the *Hope* cast anchor in Porto Praya Bay, St. Iago (Sao Thiago), famous as having been pillaged by Drake in 1585.[1] There lying at anchor was a large ship from Liverpool bound to the African coast for a cargo of slaves for the West Indies. Ingraham dined on board and was surprised and disgusted that at the conclusion of the meal the first toast drunk was to "The Land of Liberty."

After remaining four days to obtain wood, water, and fresh provisions the *Hope* shook out her sails for the long run to Cape Horn. The little vessel, not being coppered, soon became foul, and twice on the voyage to the Falklands it was found necessary to clean off the grass, which was of such length as to greatly retard her speed. On Christmas day one of the crew fell overboard. Much delay was experienced in bringing the ship to and launching the yawl which had been lashed down owing to a heavy gale. The lad was wearing heavy boots, but had the presence of mind to draw his knife and cut them off, "and what was very singular," says Ingraham, "in such a situation that he should be careful to return his knife to his pocket again." By the time the boat reached him he had been so long in the water that he was almost exhausted.

On January 4, 1791 the Falkland Islands were sighted just west of Falkland Strait. Having no chart of the Islands, the *Hope* after a narrow escape from shipwreck on a sunken reef, anchored on January 8 at the entrance to Bahia de la Soledad, the Acarron Bay of the French, the Port Stanley of the British. Here Ingraham found a small Spanish settlement, and, after considerable delay, obtained permission to enter the harbour to careen his vessels and obtain necessaries. All his actions were very jealously watched by the Spaniards; a corporal and two soldiers were placed on board to see that the harsh port regulations were strictly observed; and

1 Froude, *English Seamen in the Sixteenth Century*, London, Longman (1895), p. 184.

every care was taken to insure that no unauthorized communication with the shore took place. Five days were occupied in this work, and then with a strong but favorable wind the *Hope* sailed from Port Stanley. On January 17, while off Cape Horn, the French ship *Necker* from Dunkirk to the Peruvian coast was encountered. The sea being calm Ingraham accepted an invitation to dine on board, where he was regaled with roast pork, which calls forth from him ecomiums equaling those of Lamb's foolish Chinese boy. As the vessels were bound in the same direction and travelled at about the same rate it was arranged that they should sail in company around Cape Horn.

For eighteen days the two vessels journeyed together, but in the afternoon of February 4, when north of the western entrance to the Strait of Magellan, they separated in a fierce gale that lasted more than thirty-eight hours. The heavy weather still continuing Ingraham determined instead of making for either Mas Afuera or Juan Fernandez to steer for the Marquesas. Only water for seventy days now remained, for since leaving the Falkland Islands almost two months had elapsed, during the greater part of which the little vessel had been continually drenched in the buffetting of the gales. He says: "Remaining very long at sea is often the occasion of disheartening seamen and thereby bringing on sickness, whereas only the sight of land, even if no refreshments are procured from it, has often a wonderful effect; it awakens them from a kind of lethargy occasioned by the sameness of viewing nothing but sky and water".

Three months after his departure from the Falkland Islands Ingraham anchored in the Bay of Madre de Dios in the Marquesas. The islanders first encountered were very shy; it was quite impossible to induce them to come upon the *Hope*. " Finally only one ventured on board, an old man whose hair and beard were perfectly white. He trembled exceedingly at first and would fain have left us again. However in a little while be became reconciled." Then, as by magic, the natives lost all reserve and swarmed around the vessel in such numbers that Ingraham ordered up the boarding nettings. Despite every precaution they made their way on board and, with the inveterate propensity for stealing of which Captain Cook so frequently speaks, they pilfered on every hand. Troublesome and mischievous in the last degree, Ingraham who in the meantime had obtained water and fresh provisions, determined to rid himself of these islanders and sailed to the westward.

Late that afternoon (April 21, 1791) two islands appeared under his lee. Startled by the discovery he bore away towards them and soon two others appeared upon the horizon. The next day three more were seen. Feeling confident that these were no part of the Marquesas group and that they had never been seen by Europeans, he named them after Washington and other prominent Americans.[2] Two months later some of these islands were seen by Marchand of the French ship *Solide,* who named them Iles de la Revolution;[3] in June 1792 Hergest of H. M. S. *Daedalus,* the store ship of Vancouver's expedition fell in with them;[4] and in March 1793 Roberts of the *Jefferson* also saw them and named them Washington's Islands.[5] Each of these several persons thought himself the discoverer of these New Marquesas, which are now regarded as a part of the Marquesas group.

But Ingraham was in search of furs, not on a voyage of discovery. He hastened towards the Sandwich Islands. On May 17 only five casks of water remained; early on the morning of the 20th, Ingraham was delighted to see the snow-capped summit of Mauna Loa appear above the western horizon. At Owyhee (Hawaii) he met Tianna, so frequently mentioned by Meares, with whom he had been acquainted during the voyage of the *Columbia.* Ingraham fills page after page of his journal with the circumstances which led him to believe that Tianna, as a result of the seizure of the *Fair American,*[6] cherished a desire of emulating that undertaking, by capturing the *Hope.* Hogs, fowls, potatoes, plantains, taro, and sugar cane were obtained as the vessel skirted the shores of Owyhee, Mowee (Maui), and Atooi (Kauai).

Finally on June 1 the *Hope* emerged from the channel between Atooi and Oneehow (Nehauai), and the course was set for the Northwest Coast of America. The journal notes all the petty incidents of the passage, the weather, the birds seen, and the day by day happenings. On June 27 the ocean changed from its deep blue to soundings colour, and on the next day the western coast of Queen Charlotte Islands, or Washington's Island, as Captain Gray

2 See also *Massachusetts Historical Society Collections,* 1793, iii, 20-24.

3 C. P. Claret Fleurieu, *Voyage round the world performed during the years 1790, 1791 and 1792, by Etienne Marchand* (London, Longman, 1801), I, 239; ii, 103, 270.

4 George Vancouver, *Voyage of discovery to the north Pacific ocean and round the world.* etc. (Lond. Stockdale, 1801), iii, 152 *et seq.*

5 Voyage dans les Etats unis d'Amerique, falt en 1796 et 1797, por La Rochefoncauld —Liancourt, Paris, Du Pont An., VII 1799, 8 vols. 8 mo., Vol III. pp. 19 et seq.

6 Vancouver, *Voyage,* iii, 229 *et seq.;* Archibald Campbell, *Voyage round the world,* etc. (Edin, Constable, 1816), p. 135.

had named them in 1788,[7] was seen; but it was not until late in the afternoon of June 29 that the *Hope* anchored "in a snug cove" within a "fine sound," which he called Magee's Sound. Ingraham gives the latitude of this harbour 52° 22′. The exact location of this sound is unknown, and it cannot be recognized on the existing maps. Strange as it may appear though this voyage occurred over one hundred and twenty years ago, the only information we have upon some parts of the western coast of the Queen Charlotte Islands is contained in Ingraham's Journal.[8]

Nearly six months had elapsed since the *Hope* had been careened at the Falkland Islands and her bottom was again very foul with marine growth; moreover the vessel was leaking badly. The spot was suitable for effecting the repairs; there was a fine beach, plenty of wood and water, and no Indians to annoy. The little brigantine was immediately laid on shore, cleaned, and graved. It was discovered that the leak was between the lower part of the sternpost and the keel; the latter, not having been properly secured with the usual dovetails and clamps, had started a half an inch and allowed much water to enter. This discovery was most opportune, as the keel not being fastened must have continued to work loose and in the end would certainly have spelled destruction. As it was a few hours work of the smith made the two parts strong and water-tight.

The anniversary of the Declaration of Independence occurred while the *Hope* lay in Magee Sound. Ingraham says: "I caused a hog of 70 lbs weight to be roasted whole, on which we all dined on shore. I with my officers and seamen drank the President's health, and made the forest ring with three cheers; after which every one returned to their several employments as we could not spare the time to sit long after dinner."

So enraptured was he with this sound that he left attached to the branch of a tree a bottle containing the information that he had discovered and named it; that he had left a boar and two sows in the hope that they might increase and be of use to future visitors; and desiring that these animals be not molested until they had multiplied. Gray of the *Columbia* was the first to show the Indians of Queen Charlotte Islands how to cultivate the potato. Thus to the credit of the Americans are the introduction of domestic animals and vegetables in those islands. Ingraham dilates upon the facili-

7 Robert Haswell, "A Voyage Round the World on Board the Ship Columbia Rediviva and Sloop Washington in 1787-9," resume in Hubert Howe Bancroft, *History of the Northwest Coast* (San Francisco, 1886), i, 718. Manuscript copy in archives of British Columbia.

8 *Pacific Coast Pilot, Alaska*, Part 1, Government Printing Office (1883), p. 51.

ties of this sound for repairing or building a vessel or for winter quarters. Nevertheless so far his journal shows he never saw the place again.

On the morning of July 7 the fast was cast off and the *Hope* towed out of the sound, ready to begin the trading. Ingraham was undecided whether to proceed to the northward or the southward. Cape St. James lay only about sixty or seventy miles in the latter direction and Ingraham knew that on the east coast of Queen Charlotte Islands the *Washington* had in 1788 reaped a rich harvest, obtaining at one village, Kioo-sta, three hundred sea otter skins at the rate of one chisel each. Yet he thought the west coast also offered great opportunities; so far as he knew no one but Dixon had been there, and that some three years before. In this dilemna he left the solution to fate. A breeze from the south decided the question. The *Hope* sailed northward with a fair wind, but very cautiously, for the weather was thick. Occasionally the fog lifted giving vague views of points and rocks and then settled down, blotting out everything as in the days of Juan Perez.

Pursuing his course northward Ingraham discovered a large bay in latitude 53° 16′, which he named Port Ingraham. This bay has not been identified, but it may be the Skelu Inlet of our present maps; in which event the island at its entrance now supposed to be Dixon's Hippah Island, is Ingraham's Young Frederick's Island, though Dixon gives its latitude as 53° 16′.[9] Here he spent the night of July 8, his anchor in sixty-four fathoms and a line from the stern to a tree. Two days later the *Hope* was abreast of a large opening which had the appearance of a good harbour. As they edged in towards the shore a canoe approached them, its occupants singing a song of welcome "by no means disagreeable to the ear."

Ingraham observed that the women wore that strange fancy in feminine adornment, the labret or staie, which had excited the disgust of Jaun Perez's friars seventeen years earlier, and which had caused Haswell to denominate the inhabitants of the islands as "Loblips." "Most of the women," to quote the Journal, "have a piece of wood in their under lip which resembles a small shelf, when the mouth is shut; or it may be lapped up against the tip of the nose which may occasionally serve to keep the wind out of their mouths. When it falls down it entirely covers the chin and exposes the teeth of the lower jaw. Upon the whole it seems as

9 John T. Walbran, *British Columbia Coast Names* (Ottawa, 1909), p. 192; George Dixon, *Voyage Round the World*, etc. (Lond. Goulding, 1789), p. 295.

strange a fancy as was ever adopted by the human species and however consonant with their own ideas of beauty was to me a most shocking sight."

Another canoe came off and offered to pilot the *Hope* to the village, saying that many skins of the sea otter could be there obtained. Though Ingraham does not seem to recognize the spot there is no doubt that this harbour, which was at the western end of Cox Strait or Parry Passage, was that called by Dixon Cloak Bay where that trader obtained sea otter skins in such numbers that he could scarce keep count of them, purchasing over three hundred in less than half an hour.[10] The chief of the tribe now appeared and was recognized by two seamen whom Ingraham had taken on board at the Sandwich Islands, as Cow, whose principal village was at Meares Bay or Titanee, at the entrance to Cox Strait.

Despite their large promises Ingraham saw only a few skins and those of small value. Good skins were, in fact, exhibited, but when he endeavored to obtain them he found the price exorbitant. He displayed to the chief his trading goods, but "on the whole he did not seem much enamored with them, saying they had plenty of such things, which they had obtained from Captain Douglas of the *Grace* and Captain Bennett of the *Gustavus*." This was unpleasant news, and in Ingraham's language "seemed to indicate that we were the day after the fair." This impression was deepened when on going ashore he found many of the natives wearing new blue jackets and trousers. However to induce him to remain, Cow promised, as he did to Marchand a few weeks later, that if he would wait a day or two the whole tribe would go out hunting and procure fresh skins.[11]

In the interval Ingraham examined the Indian village. He was especially attracted by the totem poles and gives one of the earliest descriptions of these heraldic columns. He mentions two that were forty feet in height and carved in a very curious manner with representations of men, frogs, and birds. The entrance to the chief's house was through the mouth of one of these grotesque figures.[12] Near the village he saw a rude sort of amphitheatre that seemed, as he thought, intended for exhibitions of dancing and boxing.

A heavy gale sprang up, on the morning of July 11, from the westward with strong squalls. The kedge anchor came home and the vessel drove within twenty yards of a ledge of rock. In des-

10 Dixon, *Voyage*, pp. 201-202.

11 *Voyage of Marchand*, i, 397.

12 Compare *Voyage of Marchand*, i, 401.

peration the sheet anchor was dropped. Fortunately it held until a line was made fast to the opposite shore and the *Hope* warped off. This narrow escape leads Ingraham into a lengthy soliloquy upon their probable fate had they suffered shipwreck on that wild and unknown shore.

He realized that if he were to obtain furs he must create a demand for something new and bizarre. He had thought long and hard during the two days since his arrival. He noticed an Indian woman wearing an iron necklet. This gave him the necessary idea; he would produce a new fashion. The forge was immediately set up, and the smith commence the manufacture of iron collars.[13] These were fabricated from iron rods of about half an inch in thickness. Three pieces were neatly twisted together into a circle of sufficient diameter to encircle the neck. They were nicely polished and weighed from five to seven pounds. As a side-line to suit other tastes bracelets were made in the same manner. The new fashion took by storm both the beaux and the belles of Cloak Bay. Fashionable articles are proverbially expensive. This latest fad cost three prime sea otter skins: a prime skin in the trade was one that reached from a man's chin to his feet and was usually worth in China about forty dollars.

While the *Hope* lay at Cloak Bay a large war canoe arrived from across Dixon Entrance. Cow importuned Ingraham not to trade with these people, because they were, as he said, bad; but the shrewd Yankee trader was far more interested in their peltry than their morals. However, to please Cow who wished a monopoly of the new fashion, and perhaps also for selfish reasons (for the collars were difficult to make), Ingraham kept them concealed. He obtained almost all the strangers' furs, even to the cutsarks that they wore in exchange for blue jackets and trousers.[14] No wonder that Marchand a month later found them in "the jackets, great coats, trousers, and other garments in use in our countries and some even wearing a hat, stockings, and shoes."[15] But in an unlucky moment the strange chief descried one of these collars. The evil was done. Three fine skins remained, and these he absolutely refused to barter except for a collar—and a collar he got, greatly to the vexation of Cow. Ingraham was constantly urged to take the strangers' furs by force, "but this," he says, "I did not attend to, as they traded fair and behaved well." This guarded statement

13 See a description of similar collars in Alexander Mackenzie, *Voyages*, etc. (Lond. Cadell, 1801), p. 234.

14 Mackenzie, *Voyages*, p. 333.

15 *Voyage of Marchand*, i, 439.

gives colour to the charge that force was sometimes used by the maritime traders in their transaction with the natives, and may cast light upon later incidents.

Early in the morning of July 15 the Indians informed him that they had seen a ship in the offing. Fearing it might be Spanish, and remembering the seizure of Meares' vessels, Ingraham, after sending a boat to reconnoitre, prepared to slip through Cox Strait to the eastward if his fears should prove true. By the time the boat obtained a view of the open sea no sail was in sight, though he learned later that a Spanish vessel had been in the vicinity. Its identity is undetermined. It is thought to have been one of Malaspina's squadron; but he was not in that latitude until three weeks later.[16] There may however be some confusion in the dates. The following day the brig *Hancock,* of Boston, Captain Crowell, was seen standing to the eastward through Dixon Entrance.

Ingraham examined one of the native forts, which in imitation of Dixon he calls a Hippah. It seems to be the same fort as that described by Marchand.[17] It was on a high rock, accessible upon one side only and there secured by palisades so arranged that if the enemy carried the outermost, the defenders, retreating to higher points behind other palisades, could assail them with stones of which a large supply lay ready to hand. On the flat top of the rock were the frames of numerous houses. Doubtless says Ingraham, the whole tribe in time of war retreated to this citadel, but how they were supplied with water he could not discover. His Curiosity was also arrested by a strange rock, near the shore, exactly like the hull of a ship. Upon scaling it, he found a "mamaloose Island"—a burial place of the chiefs. The boxes containing the remains were carved in the neatest manner, decorated with sea otter teeth, and enclosed in houses before which stood totem poles.[18] His only remark is the practical one that: "Should any more of the royal family die soon they must find some new repository or dislodge some from this to give place, for it will not admit any more."

One morning Ingraham discovered that the cook, a negro whom he had in compassion for his starving condition, taken on at the Cape Verde Islands was missing. Uncertain whether Cow was privy to this exploit and for a time at a loss whether to use

16 Alessandro Malaspina, Viaje politico—cientifico alrededor del mundo por las corbetas Descubierta y Atrevida al mando de los capitanes de navio D. Alejandro Malaspina y Don Jose de Bustamante y Guerra desde 1789 a 1794, publicado con una introduccion por Don Pedro de Novo y Colson. (*Madrid, Impr. de la viuda e hijos de Abienzo, 1885.*) p. 181.

17 *Voyage of Marchand,* i, 395.

18 Dixon, *Voyage,* pp. 176-181.

force or persuasion, he finally adopted the latter course, principally as he confesses, because "I had not bought all their skins, and by a quarrel with them, detaining their chief, etc., would no doubt put an end to all traffic for the present, if not for the ensuing year which I depended much on." He promised Cow a handsome reward for the capture of the cook. In an hour the chief returned with the deserter and was rewarded for his trouble; "likewise," adds Ingraham, enigmatically, "the cook for the trouble he had given me."

Having obtained about three hundred sea otter skins and completely cleared the village of the least particle of fur, Ingraham sailed on July 19 through Cox Strait or Parry Passage, and shaped his course eastward. Virago Sound was visited, but though there was at least one Indian village on its shores, yet as it appeared deserted, he resumed his voyage along the northern shore of the islands. The next day, rounding Rose Point, which he most appropriately named Sandy Point, he followed the easterly coast of Queen Charlotte Islands, southward.

The night of the 22d, was spent under sail in Hecate Strait, as no anchorage could be found. It appears that, though unaware of the fact, the *Hope* was, during the night very near the ship *Columbia,* for Hoskins Narrative says,[19] that during that night the watch on the *Columbia,* hearing "sounds as of chopping wood, hung out lanthorns," and at daylight the *Hope* was seen to northward. Ingraham immediately hoisted the French flag at the fore-top-gallant mast-head and fired two guns, the pre-arranged signal with his friend Haswell, the mate of the *Columbia.* When the vessels came within speaking distance they saluted with cheers. Personal friends but commercial enemies. Ingraham went on board the ship, his former home for three years, and by the kindness of Haswell, received letters from Boston friends. This was in breach of owners' orders. "For," says Ingraham, "these gentlemen, filled with envy and malice against all who meant to share with them this valuable trade, gave orders that no letters should be borne out in this ship to any one on board the *Hope,* by which Mr. Crafts my second officer was deprived of the pleasure of hearing from his friends, and the letters intended for him by this ship were afterwards sent out in the *Hancock,* Captain Crowell, whom, as will hereafter appear we met at the Sandwich Islands, but the person the letters were

19 The Narrative of a Voyage to the North West Coast of America and China on Trade and Discoveries, performed in the ship Columbia Redivi'a, 1790, 1791, 1792 and 1793, by John Hoskins. Manuscript in library of Massachusetts Historical Society; copy in archives of Province of British Columbia, pp. 63-4.

for, was then no more." Two hours later they separated, the *Columbia* for the continental shore; the *Hope* for the southern end of Queen Charlotte Islands.

Ucah, the chief of Skincuttle Inlet, had been aboard the *Columbia* but seeing nothing to tempt his fickle fancy, visited the *Hope*. There also he was obdurate until shown the iron collars, when he immediately changed his mind and disposed of his skins. Knowing that the *Columbia,* the *Hancock,* the *Eleanor,* and, perhaps, other vessels were all trading in the vicinity, Ingraham resolved to try the Alaskan coast in the hope of finding virgin fields; but the weather continuing very boisterous, he abandoned that purpose and sailed for the mainland. On July 27, in latitude 52° 15′ he saw a large bay with an opening that had the appearance of a good harbour. About five o'clock the following day, he succeeded in entering it; finding it uninhabited, he, in token of his feelings, conferred upon it the name Bay of Disappointment. This bay is difficult to identify, but is, perhaps, a portion of Laredo Sound. Though almost a week had elapsed without obtaining any sea otter skins, Ingraham kept his smith occupied in making the iron collars. Every man having any ability with a needle was engaged in fashioning garments of blue cloth,[20] with bright buttons conspicuously set to catch the fancy of the natives.

Owing to the competition of the other vessels his future movements caused him much anxiety. He would have tried a cruise to the west coast of Vancouver Island, had not fear of the Spaniards deterred him. Fate again decided the question for him. A fair wind bore him toward Queen Charlotte Islands once more. From Houston Stewart Channel a canoe came out as he sailed northward, but having now determined to revisit Ucah's village in Skincuttle Inlet, he did not slacken his speed. Night had settled down on July 31 before he came to anchor in this inlet. Sublimely grand and awful was the dreary spot, its gloom increased by the deep shadows cast by the surrounding mountains. The primeval silence, broken only by hollow surges beating upon the rocky shore and the sportive gambollings of the monsters of the deep, inspired him with reverential awe, and led to serious trains of reflection in which he indulges at some length. At dawn he fired a gun to announce his arrival. Whilst awaiting the natives the crew were employed in obtaining wood, for the supply being plentiful, the cook, he says burned it "without mercy." About noon Ucah, the chief, came out to the *Hope,* on his neck the iron collar, shining and bright, bearing

20 Mackenzie, *Voyages,* p. 333.

evidence of having been carefully scoured and polished. He was shown the garments with their array of fancy buttons; but whilst admiring them, he plainly indicated that only the iron collars would be acceptable in trade; though the clothes were of ten times greater intrinsic value. Ucah was insistent to obtain the gift of a cold chisel as a preliminary to any dealings with his people. However he met his match. The present was promised, delivery being deferred until the completion of the trade. Two small and indifferent fur garments (cutsarks) were offered for an iron collar; but Ingraham refused, being determined to keep the price up, inasmuch as five of them constituted a good day's work for the smith. Ultimately he obtained these skins for a saucepan, an article of greater utility, but not so fashionable. Ingraham having in three days' trade obtained their whole stock of furs, resumed his voyage northward. Ucah solicited him to remain, saying he "would go and fight for skins which he would bring and sell to us, but his success was too precarious to trust to." This statement also throws light upon methods of trade.

At noon on August 4 Ingraham entered Juan Perez Sound, at the solicitation of Kanskeeni, the chief, who represented that his tribe had many sea otter skins. After reaching anchorage only one skin and a piece, which were alleged to be all they had, were offered and a collar demanded in exchange. Ingraham, highly incensed, detained the chief a prisoner until the tribe produced their whole wealth—twenty-five skins—for which, he says, he paid them to their satisfaction. We do not know the Indian version. As an evidence of good will, he informs us, that the Indians forced him to accept a present of some halibut, and on leaving them they sang the song of friendship. This whole incident might readily be given a totally different aspect.

The *Hope* continued her cruise northward. From Laskik Bay four canoes came out, whose occupants were dressed in jackets, trousers, and bed gowns, obtained from Captain Douglas. They desired him to enter, but it being late in the evening, he thought it wiser to spend the night under sail. It blew a perfect hurricane and the little brigantine lay to under double-reefed mainsail. The tide and the wind acting in opposition raised a frightful tide-rip, the water dashing and foaming in such a fearful manner that it was necessary to get the guns and the forge below decks and to lash down the boats. This was Ingraham's first experience with such a sea in so restricted a channel. The gale died down at daybreak and under the guidance of the natives he anchored at

Skedans, the Tooschcondlth of Hoskins on the south side of Cumshewa Inlet in a most indifferent roadstead.

Cumshewa, the chief, refused to trade or to allow any of his tribe to do so until he had received the present of a collar. All of Ingraham's promises to make the gift at the end of the trading were brushed aside, and he found himself compelled to make the donation, then and there. But after this preliminary was arranged the friendship of the chief was completely secured, and when the day was done one hundred and seventy-six sea otter skins had been added to his cargo. Such a wonderful result presaged a good trade at this place. Though the following day was Sunday, all day long the anvil rang as the smith fashioned the latest craze in collars; all day long the *Hope* was surrounded by canoes, eager to trade; all day long Ingraham was busy putting the tribe "in irons;" and when the Sabbath sun had set eighty-four more skins had found their way into the capacious maw of the *Hope*. The natives were very peaceable, though this seemed rather the result of recent discipline than of natural disposition; for on being questioned, they admitted that a vessel had recently fired upon them, presumably for some attempted outrage, and one man bore an open wound from a musket ball.

Skidegate, a neighboring chief, came to trade, but Cumshewa wished Ingraham to order him away. He, however, paid no attention to the request as these people had what he had travelled so far to obtain. From them he succeeded in getting skins for chisels and clothing. These chisels as they were called in the trade were merely pieces of flat iron about an inch in width, drawn to an edge. They are what Dixon and the earlier traders called "toes." The jackets were in demand and when they were all sold the trousers were no longer current; blue cloth alone appealed to their taste; green and white they would not accept. Then the crew disposed of all their old clothes. Still the furs kept coming in, but now there was a great dearth of the means of barter and in the end Ingraham's only resource was iron worked into collars or some more useful form, though the greater the utility the smaller the value in the native's eyes.

This chief brought to an art the plan of barter in the form of reciprocal gifts. He gave to Ingraham his skins and begged presents in return, taking care that the value thus received should be greater than he could possibly have obtained in the regular way of trade: after haggling for an hour over the price of a skin he would in apparent disgust throw it on the deck with "I'll give it to you,

then." Ingraham's great effort was to avoid these Greek gifts. Skidegate urged earnestly that his twenty-four retainers should be allowed to remain on board over night; as they outnumbered the crew the request was denied. Clothing being still in demand by the Indians and the supply being exhausted Ingraham bethought him of some feathered caps and cloaks of the Sandwich Islands that had been intended for friends in Boston. As soon as he saw them the chief was captiviated; he must have a cap and two cloaks, for which he bartered five excellent skins; but no sooner was the bargain closed than he repented and demanded the return of his skins. This Ingraham stoutly refused: "As sea otter skins were to me much better curiosities than caps and cloaks I chose to adhere to the bargain." Seeing that he was obdurate, the wily old chief threw the contended articles on the deck and in a high dudgeon got into his canoe and paddled off a few yards, where he sat sulking, Achilles-like, until mollified by a small gift.

Having obtained all the furs at this place Ingraham, after a week's stay, sailed on August 12 across the bay to a cove on the north side. This is identified as Cumshewa's Village, opposite Skedans. From Hoskin's journal it appears that the *Columbia* was at this place or in the vicinity some ten days previous, and again some ten days subsequent to the visit of the *Hope*.

A chief came aboard here with two very fine sea otter skins, for which he wanted a collar. He solicited a night's lodging, as his wife had beaten him and he was afraid to return home. The narrative throws no light on the cause of the trouble. As this man had visited the *Hope* quite frequently while she lay on the other side of Laskik Bay it may, perhaps, be assumed that his trading had not met with the approval of his spouse. Hoskins tells us that the women of this vicinity in trade, as in everything else, appear to govern their husbands. whom they beat if they make unsatisfactory bargains.[21]

It was now the 15th of August; only a little over a month since he had begun his trading at Cloak Bay; and in that interval Ingraham had collected more than eight hundred and fifty sea otter skins. Each day added a few to his stock; but all the cloth and clothing were gone; and in the competition with at least three other vessels this would place him at a distinct disadvantage. He therefore decided, instead of wintering on the coast, to sail to China, dispose of his cargo of furs, obtain further supply of trading goods,

21 Hoskins' Narrative, p. 61

and return to Queen Charlotte Islands in time for the opening of the next season.

The crew were set to work to take out the furs, beat, clean, and dry them, obtain wood and water, and prepare for the voyage across the Pacific. These necessary occupations consumed about a fortnight. The *Hope* still lay at anchor in the little cove at Cumshewa's village, visited each day by the natives. The trade went steadily on, and the stream of furs flowed uninterruptedly into her hold. When, at last, the vessel was ready to sail, Ingraham found that he had more than fourteen hundred sea otter skins and upwards of three hundred sables, besides beaver, wolverine, etc. Forty-nine days trade on the northern and eastern side of Queen Charlotte Islands. He attributes his success to the method, first introduced by him, of visiting a village, casting anchor and remaining until no more furs could be secured. In this he is probably right, for the natives naturally preferred to deal in this way, rather than paddle out four or five leagues to a moving vessel, as they must do to trade with the others. The results support this view, for the *Columbia,* pursuing the old fashion of flitting hither and thither had in about the same time obtained only six hundred skins, and the *Hancock* between five hundred and six hundred.

During this fortnight the trade was practically confined to plain bar iron; the standard being a piece of iron of the length of the sea otter skin offered. When they learned of his intention to depart the chiefs begged him to return soon and to bring them several specified articles of trade but especially a good supply of the iron collars.

The natives seemed to be becoming restless. On three occasions in spite of his warning they persisted in attempting to approach the *Hope* at night and Ingraham fearing that they purposed to seize his vessel, felt obliged to fire in their direction, though, as he claims, over their heads. After each of these troubles Ingraham was doubtful as to their future relations; the Indians, nevertheless continued to trade and when taxed with the misconduct invariably laid the blame upon the members of any other tribe who happened to be there at the time. The *Columbia* arrived on August 22 with a sad story of the murder of three of her crew by natives on the north side of Dixon Entrance. This convinced Ingraham of the wisdom of his course and of being constantly on the alert. War, too, had broken out between Skidegate's tribe and a tribe at Juan Perez Sound.

Just as the *Hope* was under way a canoe came out and traded twenty skins—the very last they possessed—and, says Ingraham, "seeing we were about to leave them, they traded quick." He left Queen Charlotte Islands on September 1 for China by way of the Sandwich Islands. Many pages of the Journal are here filled with a long description of these islands, the natives, their habits, implements, language, history, and possible origin.

On the voyage to the Sandwich Islands the second officer, Mr. Crafts died after a lingering illness. This leads Ingraham to discourse upon the solemnity of death at sea, the void that it makes, and the constant reminder in the vacant chair. On October 6 the island Owyhee (Hawaii) was seen at a distance of twenty leagues. Two days later at nightfall they met the brig *Hancock,* just from the Northwest Coast of America and like themselves bound for China. Ingraham waxes eloquent upon that perfect night. "It was calm," he says, "a delightful evening; the moon shone with uncommon splendour, casting a silvered gleam on the bosom of the deep; the highlands threw a dark shade which was gradually lightened into a blue tint as the shadow lost its effect."

Until Ingraham's intentions were known the captain of the *Hancock* tried to deceive him as to his future plans, and endeavored to obtain supplies under the pretence that he intended to winter at the Sandwich Islands; but knowing from the *Columbia* that the *Hancock* was on her way to China, Ingraham pointed out to him the futility of his purposed deception. This incident is only mentioned as a mere outcrop of the secrecy and distrust that permeated the whole maritime fur trade. Though maintaining outwardly friendly relations, yet considerable ill feeling sprang up between the two Boston vessels. engendered, in part, by the effort to obtain provisions from the islanders—each being anxious to forestall the other. In four or five days Ingraham, having collected seventy hogs, some fowls, and a great quantity of vegetables, resumed his voyage to China carrying with him three Sandwich Island lads as an addition to his crew.

He anchored in Macao Roads November 29, 1791. There he met *La Solide,* Captain Marchand, the French ship that had discovered the New Marquesas about two months after his own discovery. He also met Captain Coolidge of the *Grace,* who had been on the *Washington,* and whose name is familiar to all who have studied the details of the seizure of Meares ships at Nootka in 1789. From him he learned that, owing to war between China and

Russia, the Chinese, under the mistaken idea that the fur trade was wholly connected with Russian interests, had prohibited all vessels having furs on board from entering Canton, the great Chinese mart.[22]

This was indeed a difficult situation. Here was Ingraham with fourteen hundred sea otter skins worth at least $30,000 at the door of the market, but unable to enter. Captain Marchand informed him that in view of this interdict he intended to depart with his furs for the Isle of France (Mauritius). This Ingraham could not believe. He says, "I was afterwards informed he had smuggled them ashore through the interest of the Padres, which I believe was the case as the ship sailed shortly after and it did not seem probable they would take their skins with them to the Isle of France." Nevertheless he was wrong. "As a sole and wretched resource," says Marchand. "the cargo of furs was brought to France." They were ultimately sent to Lyons as the most eligible market, but soon after their arrival the city was besieged, the furs seized, and in the end they became a prey to the worms.[23]

Ingraham resolved to pursue a different course; he had come to China to sell his furs, and sell them he would despite the prohibition. The *Hope* was removed to Lark's Bay, three or four leagues southwest of Macao. Then he familiarized himself with the various underground routes. There was no market; had there been one, it would have been flooded, for the cargoes of the *Grace, Hancock, Gustavus, Hope* and *La Solide,* added to those of the Spanish vessels from Manilla amounted to about eleven thousand sea otter skins. The risks attendant on smuggling further decreased the price, which, according to Marchand had now fallen to fifteen dollars for a skin of first quality.[24]

Ingraham at first relied upon a supposed friend who assured him that he could readily dispose of his cargo; but after waiting some weeks in vain, he concluded that his friend was merely "amusing" him and keeping him out of the market while he was selling the furs brought by the *Grace.* In company with Captain Coolidge of the *Grace* Ingraham went into a smuggling venture in which each risked one hundred skins in an attempt to land them at Whampoa. After ten days spent in a vain endeavor to get the skins ashore, and in which they narrowly escaped seizure the boat

22 *Voyage of Marchand,* ii, 84.
23 *Voyage of Marchand,* ii, 238.
24 *Voyage of Marchand,* ii, 97.

returned. Some two hundred skins were sold to other captains who took the risk of running them ashore.

While slowly getting rid of his skins, disposing of a few here and a few there, and smuggling a boat load ashore at every available opportunity Ingraham was also obtaining his trading goods. He purchased a large quantity of broadcloth and began on shore the manufacture of jackets and trousers, but when he attempted to put the cloth and the clothing on the *Hope,* the mandarins demanded $100 to be paid before the would allow them to leave the shore. After haggling long and vainly, Ingraham paid the exaction. Verily these Chinese dues were only governed by the personal whim of the mandarins. Marchand explains that these officers being required to collect a certain sum each year resorted to the simple expedient of doubling or trebling the charges according to the circumstances.[25]

In about a month of this surreptitious trading Ingraham succeeded in disposing of practically his whole cargo; but unfortunately at prices far below those that usually prevailed. The expenses too, far exceeded his original calculations, and when he came to adjust the accounts with his "blockade runners" he found to his surprise that each one made claims more exorbitant than the other.

He and his friends Coolidge and Rogers agreed to invest the proceeds of their sales in a cargo of tea and to charter a small vessel, the *Fairy,* to transport it to Boston. He accordingly purchased one thousand eight hundred and sixty chests of tea as his share of the lading, but soon discovered that he had obtained far too much. The tea was brought to Macao to be loaded; only a hundred chests had been put on board when the mandarins again interfered and seized sixty-seven chests. As he had the permission of the Portuguese governor to export he thought the matter easily adjusted; yet on visiting that official with his complaint the latter informed him that for the unnamed consideration he had only agreed to shut his eyes as regarded Portuguese imposts and that he could not interfere or exempt him from Chinese demands and regulations. Marchand had evidently had some experience with the same individual. "The Portuguese government of Macao," says he, "is in a state of debasement which can be compared only to the indolence, the avidity, and the knavery of a mandarin."[26] It was now discovered that the *Fairy* was anchored outside the Portuguese juris-

25 *Voyage of Marchand,* ii, 96.
26 *Voyage of Marchand,* ii, 99.

diction and was, moreover, a foreign ship that had paid no Chinese port dues. So the sixty-seven chests were confiscated. Ingraham was at his wit's ends. At last a Spanish ship which had paid these dues was found and for $500 agreed to take the tea aboard as part of her cargo for Cochin China and deliver it to the *Fairy* at Lark's Bay. This being accomplished the *Fairy* sailed on March 29, 1792 for Boston, and Ingraham was free to prepare for his departure.

On April 1, 1792 the *Hope* in company with the *Grace* sailed for the Northwest Coast of America. Head winds drove them back, and it was not until the 26th that they finally left the Chinese coast. Soon the vessels separated and each pursued her way alone. On July 1 "the water changed from its usual blueness at sea to a greenish hue which indicated that we were not far from soundings." The latitude was 53° 14′. The next day the snowclad summit of San Christobal appeared on the eastern horizon. Ingraham steered for Cloak Bay. Anchoring there he immediately began to trade. He found that six vessels had visited the village already that season. With every confidence he displayed his collars and his clothing, but alas! the fashion had changed in the interval. Only one skin would be given for a collar; the clothing was scarcely looked at; table spoons, which in the preceding year would hardly be accepted as a gift, were now the one thing the natives wanted. On the voyage across the Pacific the smith had been kept busy fashioning daggers of the various forms in use on the islands. Ingraham now offered these weapons, but with no better success. Everything had changed. Articles regarded as most valuable a few months before were now despised. Copper, which during the last year had never been asked for, was now in demand; but when Ingraham did produce his copper sheets they were too thin to suit the exacting taste of these changeable people. They asked, too, for heavy leather to make coats of mail and, strangely enough, for a variegated shell of green and white, a species of pearl.

The *Hancock* arrived the following day; both vessels requiring cleaning it was agreed that they should remain together for mutual protection during the operation. The *Hancock* had left one of her crew at this village before sailing for China, for the purpose of collecting furs and securing the trade. On inquiring for this sailor Captain Crowell, her master, found that he had departed on the very first vessel that had arrived, which happened to be Meares celebrated ship the *Iphigenia*, now it would appear, no longer masquerading but a real Portuguese bottom, in command of Vianna. Many ships had left men, as in this case, to preempt the trade but

they invariably found, as did Captain Crowell, that the person becoming weary of his voluntary exile had taken passage at the first opportunity. Naturally the vessel that received him obtained the advantage of his labor—another instance of one reaping where he had not sowed.

While engaged in the operation of graving the vessels, the Fourth of July arrived. The entry in the Journal reads: "In order to celebrate it in the best manner our situation would admit of, I had as on my last voyage, a hog of 60 pounds weight roasted whole on the beach, and invited Capt. Crowell and his officers to dine with me. At 12 o'clock we fired a gun, hoisted our colours, and gave three cheers, which the *Hancock* returned. As the *Hope* was on a careen, we dined on shore under a tree near the beach. Old Cunneyah, one of the neighboring chiefs, was one of our guests."

That afternoon a native stole an axe belonging to the *Hancock*. Her crew in retaliation seized some of the villagers' skins. The Indians, fearing trouble, fled immediately. Presently two or three returned and claimed the skins which they then offered in exchange for a jacket and trousers. The bartering had just reached the stage at which one of the Indians was fitting on the trousers when the real owner arrived. The others then ran off with the jacket and trousers. The sailors pursued them, firing upon the fugitives, who dropped the jacket, but he who had the trousers in possession, though wounded, got safely away. All thought of further trading vanished and as soon as the graving was completed, Ingraham sailed through Cox Strait. On enquiring for Cow, who had been so prominent on the former visit, Ingraham was told that he was dead, but he learned later that he had removed with his tribe to Kaigahnee on the northern side of Dixon Entrance, and, adds the Journal: "So far from being dead, was very stout and had three wives, which many would suppose was enough to kill him in a short time."

The *Hope* rounded Rose Point and anchored under the lee. On the morning of July 7 Skidegate, a chief whom he had met during the preceding season, arrived with ten large canoes bearing about two hundred and fifty men equipped for war. Thirty skins were obtained from them. Before they departed they were insistent that he should foretell the weather. He looked wise and prophesied that no storm would occur until five days had elapsed. The Indians' faith in his ability as a prophet must have fallen greatly, for the storm came on the next day. Sailing southward he met the *Grace* which had just left Cumshewa Inlet. Her captain informed him that the Indians there had many skins which how-

ever he had been unable to procure, as his trading goods did not appear attractive to them. The *Grace* had heard that a man-of-war was in the neighborhood. This was probably the Spanish vessel *Aranzuzu*; the report could not refer to Vancouver's ships for they were then in the vicinity of Bute Inlet, three hundred miles distant.[27] As the Grace had no legal papers Captain Coolidge, to avoid the possibility of seizure and confiscation determined to spend the summer trading in the northern waters.

Owing to baffling winds the *Hope* did not reach Cumshewa Inlet until July 10. The trade was very slow for the Indians held their furs at a price "beyond all reason." After two days of unsuccessful attempts Ingraham sailed for Juan Perez Sound. On the way he met the sloop *Jackal* of London. When he first descried her he was surprised to see such a small vessel with a tier of gun-ports fore and aft, and thought her a King's cutter or a tender to a man-of-war. On nearer approach he saw that the ports were false or painted, a bit of camouflage to overawe the natives. This meeting caused him to return hastily to Cumshewa's for he feared that the *Jackal's* articles of trade might effectually end his traffic by introducing some novel fashion. Arriving at Cumshewa's he found to his surprise that the Indians were not only aware of the presence of the *Jackal* but also of the assortment of trading goods that she carried. No longer could he obtain furs in quantities. Here and elsewhere it was now a case of picking up two or three after much waste of time and at great expense.

There were now at these islands and the neighboring mainland besides the *Hope*, the *Butterworth, Jackal, Lee Boo, Margaret, Hancock, Grace, Adventure,* and *Iphigenia,* Ingraham therefore thought that the field had too many workers and concluded to try the region to the southward. While he lay becalmed at the entrance of Juan Perez Sound the natives came off and supplied him with halibut. They put out kelp lines and awkward looking hooks and in a few minutes caught three fine fish. The sailors tried their luck with European gear, but unsuccessfully. This to the Indian mind demonstrated the superiority of their own implements and resulted in an increased price.

Continuing his southward voyage but never neglecting an opportunity to obtain a sea otter skin, Ingraham on July 27, saw the entrance of Kyuquot Sound on the west coast of Vancouver Island. He traded at one or two of the villages and made his way into the

27 Hubert Howe Bancroft, *History of the Northwest Coast* (San Francisco,, 1886), 1, 267; Vancouver, *Voyage*, ii, 235 *et seq.*

sound itself. He seems to have been suspicious of the natives, for his first step on entering was to seize two of them as hostages, an action which he does not appear to have taken in any other place. Nevertheless, leaving four men on the little brigantine, he and the remainder of the crew went ashore for recreation. The Indians gathered in large numbers and from their conduct seemed to be examining the vessel as if contemplating an attempt at capture. Ingraham and his men returned hurriedly on board. Hardly had they done so when fifteen large canoes filled with savages bore down upon the *Hope* in regular battle array. Warning shots and gestures were unheeded; then a shot was sent over their heads; as they still continued to approach he fired upon them with grape and round shot. The assailants retired precipitately, but rested near a neighboring point. Ingraham fired again upon them to show them they were still within range and then arming the long boat gave chase. No trade could now be carried on and he sailed without delay for Nootka. In passing out of the sound the chief came alongside. Ingraham reproached him for the attempted aggression. As usual he laid the blame upon the members of another tribe, the Ahatesets.

When he anchored that night in a cove of Esperanza Inlet, Ingraham took the precaution to seize all the canoes which were drawn up in front of the village and moor them to the *Hope* during the night. As he approached the entrance to Nootka Sound on July 31 he noticed many canoes with sails, a means of propulsion that he had never before met amongst them. Though the natives knew the art of making cloth, they do not appear, according to the testimony of the early voyagers to have applied it to use on the water. Late that evening the *Hope* dropped anchor in historic Friendly Cove, Nootka Sound. Lying there were the *Daedalus,* the store ship of Vancouver's squadron, the *San Carlos,* and *Columbia.*

He saluted the Spanish flag with nine guns which were returned with an equal number. The Spaniards had established a little village on the shores of Friendly Cove. They explained that owing to the uncertainity of their occupation the houses were but temporary. Cattle, sheep, hogs, and poultry they had in abundance, and the pristine wilderness had been transformed into a garden producing every kind of vegetable. Quadra, the Spanish commandante, received him most courteously, offering him all needful assistance, and inviting him to an excellent dinner, served, as he gravely records, on silver. At Quadra's request he joined with Captain Gray in giving the letter containing their version of the circumstances

surrounding the seizure of Meares' ships at Nootka in 1789. This document, which is set out in full in the Journal, is also to be found in the appendix to Greenhow's History of Oregon, and in the Report of the Archivist of British Columbia for 1913.

He renewed his acquaintance with Maquinna and his brother, the head chiefs of the vicinity. From their constant association with the Spaniards these treacherous chiefs had become quite polished in their manners, meeting and parting with strangers with a great deal of ceremony, and bowing and scraping "Adieu Senior" in the most approved Castilian style. "I verily believe," adds Ingraham, "that if the Spaniards had the tuition of these people but a few years longer they would be quite civilized." Much ceremony was observed at this unique settlement. Spanish manners, customs, and ideals held sway just as rigorously on the wild shores of Nootka as within the precincts of Madrid. All vessels entering the sound saluted the Spanish fort punctiliously and received the same courtesy in return. When Quadra visited the *Hope* he was saluted with nine guns.

On August 7 Ingraham sailed for Neah Bay, the new Spanish settlement at the entrance of the Strait of Juan de Fuca. During the week that he had spent at Nootka, he had not been able to obtain a single sea otter skin; not that the natives had none, but they would sell to no one except Captain Kendrick, of whom they seemed very fond, owing, as they said, to his consistently kind treatment; though Ingraham opines that the real reason was that he gave them prices which other traders regarded as exorbitant. On his departure, besides furnishing him with a letter of introduction to all Spanish commanders and a general passport, Quadra sent him "40 fresh salmon, some fresh pork, eggs, butter, 50 loaves of new bread, some wine, brandy, and a great supply of cabbages, salad, etc., which considering the part of the world we were in, I thought a very handsome present."

Off Nootka Sound the *Hope* met the *Butterworth* of London, the consort of the sloop *Jackal*, already mentioned. From her he heard that the people of Clayoquot had unprovokedly attacked her boats, killing one seaman and severly wounding two others. The next day he encountered the *Margaret* of Boston, owned by the same interests as the *Hope*. Her captain, Magee, was very ill, and in compliance with his request, Ingraham abandoned his intention of visiting the Strait of Juan de Fuca and accompanied her to Nootka.

From the *Margaret* he heard a different story of the affair at

Clayoquot. According to this version the crew of the *Butterworth* attempted to rob the Indians of their furs, actually going so far as to cut some from the backs of the wearers. When the Indians resisted further despoliation the sailors fired upon them, killing four men. The natives armed themselves and launched their war canoes, intending to surround the boats, which retreated incontinently toward the ship. Captain, Magee, who had seen the whole trouble, fired a cannon shot in front of the pursuers and the affray was ended. In the offing, said Captain Magee, the *Butterworth* fell in with some canoes of the tribe engaged in fishing, took the Indians therefrom, triced them up, flogged them, and threw them into the sea; and the *Jenny* of Bristol, which was astern, dispatched them with her guns. Which of these contradictory accounts is the truth is unknown. Ingraham's outspoken dislike of all things British must be considered and weighed in arriving at a conclusion; and it must be remembered that during this keen competition there was scarce a trader against whom somewhat similar complaints were not made.

The two vessels remained at Nootka for six days. During this time they evolved a new scheme of trading. They were to sail in company and in dealing with the Indians one was by agreement to overbid the other, an account was to be kept, and the proceeds of the joint undertaking to be divided; but when they attempted to put the plan into execution, they found that the price demanded far exceeded their uttermost agreed bid. This is only mentioned to show the ingenuity of the American traders in their efforts to obtain skins.

Once more the *Hope* headed for Queen Charlotte Islands, calling at every bay and inlet along the Eastern coast, but meeting with no success. The field had been reaped; little remained for the gleaner. On August 22 Ingraham anchored in Douglas Cove on the southern side of North Island, not far from Cloak Bay. There he found the *Grace,* a felucca from Macao, likely the *Fenis & St. Joseph,* the *Adventure* tender to the *Columbia,* in charge of his friend Haswell; and the sloop *Jackal.* No trade was to be obtained, and after three days' delay he sailed again for Skidegate. Not a single skin could be procured there, either. The ship *Butterworth* passed by while the *Hope* lay in this bay. Southward again sailed the *Hope*; four skins were obtained near Atli Point; and she passed on into Carpenter Bay. This place, to his great disappointment, he found already in possession of the *Lee Boo* of the *Butterworth* squadron. Three fruitless days were spent, and then in sheer des-

peration Ingraham set sail again for Nootka. Off Cape Scott, the northwestern extremity of Vancouver Island, he picked up "three different skins." At midnight of September 10 with the aid of Spanish launches he reached Anchorage in Friendly Cove. There he found Vancouver's vessels, the *Discovery* and the *Chatham*, which had arrived on August 28.

His first business at sunrise the next day was to hoist his jack, ensign, and pennant and salute the Spanish flag with nine guns. After stating in the Journal that the Spanish commandante informed him that he was preparing to abandon the sound to the British, Ingraham adds that the *Daedalus* was, after discharging her stores, to depart to Botany Bay, Australia for a load of convicts to form a British settlement at Nootka. Where he got this strange idea it is impossible to ascertain; it never had any foundation in fact, and probably arose from the knowledge that the *Daedalus* was to sail to Port Jackson, (Sydney, Australia).

Ingraham was surprised to meet at Nootka the Sandwich Islander, Opie, whom he had brought out from Boston and left at Owyhee in May 1791. This man who had evidently an atack of the wanderlust had embarked with Vancouver in March 1792. He now wished to return to his home and begged Ingraham to afford him a passage. This, however, was refused unless Vancouver would discharge him. When Vancouver declined to do so, Opie suggested that he would desert and meet the *Hope* in a canoe outside Nootka, but to this Ingraham would not consent, especially as Opie freely admitted that he was well treated on the *Discovery* and, in any event, the *Hope* was already overmanned.

According to the writer of the New Vancouver Journal Ingraham had at this time only four hundred and fifty sea otter skins on board.[28] This unknown author, who from the internal evidence was probably Mr. Bell, the clerk of the *Chatham*, adds pertinently: "It was very difficult to come here at the truth of what number of skins ships collected; for the masters of them and their mates and ship's company, whether from a privilege they think they can claim by passing round Cape Horn, or from some unaccountable species of distrust or jealousy seldom agree in their accounts of their quantity on board, many of them, and often, varying hundreds of skins. However I believe I may be somewhere tolerably near the truth in the quantities I have mentioned throughout, at all events I am pretty sure I am not above the mark, more likely considerably under it."[29] Haswell, Dixon, and other traders notice the same peculiarity.

[28] *The Washington Historical Quarterly*, v. 307.
[29] *Id.*, vi. 56.

After nine days of idleness at Nootka the *Hope* again sailed for the Strait of Juan de Fuca. In the vicinity of Neah Bay Ingraham had difficulty with the Indians. As he passed their village they set up a most hideous yelling accompanied with signs and gestures highly inimical. Fearing they might attack him at anchor, he fired, he says, over their heads, and this quieted the disturbance. He thought that these people were anxious for revenge for the men killed by the Spaniard, Fidalgo, some days previously, and his small vessel seemed suitable for the purpose. The Spanish settlement at Nunez Gaona (Neah Bay) which was about to be abandoned he describes as consisting "only of a few huts and a tolerable good garden." On this cruise he obtained fifty-five excellent sea otter skins in exchange for copper.

He was again at Friendly Cove on October 1st, when at Vancouver's invitation he, with the Spanish officers, dined on board the *Discovery*. "Captain Vancouver," he says, "entertained us in the best manner his situation would admit of, which considering the place we were in, might be called elegant." He gives the following appreciation of Vancouver, which is the more interesting because of his pronounced dislike of the British: "Without losing any of the dignity necessary for a man in his situation to assume, he behaved in a liberal, kind, and impartial manner to those of all nations who anchored in this port."

The season was ended. More than three months had been spent in the vain endeavor to procure a cargo of skins. The Journal does not give any information as to the number on board; about five hundred and fifty seems the correct quantity. He had in the preceding year obtained almost three times that amount in one-half the time. The increased competition, the strangely whimsical and constantly variable taste of the Indians, and his flitting from port to port combined to effect this result. On October 12 Ingraham sailed from Nootka for China by way of the Sandwich Islands. His Journal ends here quite abruptly, with some general remarks upon the charts that he had drawn to accompany it.

F. W. Howay, *F. R. S. C.*

FRANCIS HERON, FUR TRADER: OTHER HERONS

Francis Heron (the name also appears as Herron), one of the least known of the Hudson's Bay Company's chief traders in the Columbia district, was an Irishman, who entered the employ of the Hudson's Bay Company about 1810 as a clerk. His name appears as Nos. 180, 115 and 118 respectively in the list of employees of the Hudson's Bay Company, in America for the years 1821-1824.

He was promoted to Chief trader in 1828,[1] and was assigned to and stationed at Fort Colville, in 1830. The Minutes of Council for 1830 show that he applied for transfer of furlough for 1831, and that the application was referred to Dr. McLaughlin, Chief Factor of the Columbia District.[2] It was evidently denied. He continued at Colville during 1831 and 1832, and in the latter year attended the Meeting of Council at York Factory[3] and was given charge, from Fort Edmonton to Fort Colville, of the recruits sent out for the Columbia River District, with Annance and Francis Ermatinger as his aids. He left Fort Colville in 1833 for Fort Vancouver and later for Nisqually, where he succeeded Archibald McDonald, on June 27, 1833.[4]

At Fort Nisqually, it appears that he took an interest in the welfare of the Indians and endeavored to instruct them in the Christian religion.[5] It further oppears that during this time Mr. Heron became a victim to strong drink, frequently keeping to his own room in solitary drinking.[6]

He was present at Meeting of Council in the Red River settlement, in June, 1833, and by minutes of that council, granted a furlough for 1835-1836.[7] By subsequent Minutes of Council, for 1835, the furlough was confirmed, and he went to England. By Minutes of Council in 1835, and 1837, he was granted extentions of furlough until April 25, 1838.[8]

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1 "The Canadian Northwest," in *Publications of the Canadian Archives*, No. 9 (Ottawa, 1914), p. 624.

2 *Ibid.*, p. 642.

3 *Ibid.*, pp. 651, 673. "Heron, as usual, stuck at Colville."—Archibald McDonald to John McLeod, Fort Langley, February 20, 1833, in *Washington Historical Quarterly*, ii, p. 162.

4 See "Journal of Occurrences at Nisqually House," in *Washington Historical Quarterly*, vi, p. 189.

5 "Sunday 22nd (Dec., 1833) Several Indian families came in as usual to get some religious instruction. ***I have at length succeeded in altering their savage natures so far, that they not only listen with attention to what I tell them but they actually practice it."—Ibid, p. 272; also, *Id.*, vii, pp. 70, 71, 158.

6 *Id.*, vii, p. 70.

7 *The Canadian Northwest*, p. 673.

8 *Ibid.*, pp. 708, 758.

At Meeting of Council, in 1836, the following record appears:

"Mr. Chief Trader Heron's intemperate habits having of late become so notorious as to be the subject of general remark among all classes throughout the country, Resolved: That a circular be addressed to the different gentlemen in charge of the district to state in writing what may have come to their knowledge in regard to his habit in that respect, and requiring Mr. Heron to appear at next sitting of council."

Owing to Mr. Heron's absence this hearing was later continued until 1838. No further action appears to have been taken.[9]

Archibald McDonald, writing on January 25, 1837, says:

"I am anxious to close my private correspondence as a very disagreeable task is just imposed on me by order of Council to collect evidence and make out affadavits from our men here in the case of that unhappy man Heron."[10]

A clerk, James Heron, probably a brother, was at Fort Alexander in July, 1817, and was with Simpson in 1828. In 1828 Archibald McDonald mentions him as, embarking for the Athabasca and later as suceeding Mr. McGillwary at Fort Chipiwayan. He was assigned to Fort Chipiwayan for 1832-1833 and directed to accompany the boats the next season to Norway House and then to proceed to York Factory. He was retired from the service in 1832.[11]

Heron's death is reported in a letter of Archibald McDonald.[12] While at Fort Colville, Francis Heron contracted a marriage alliance with a half-breed girl of the Colville tribe, whose father was a white man named Clark. The only white man of that name known to the writer to have been in that section of the country prior to 1820—was the Astor partner, stationed at Spokane House, 1812-1814. At Nisqually, in 1834, George Heron[12] a son, was born. After Francis Heron's departure for England in 1835 the mother and son moved to the Willamette Valley.

Francis Heron, evidently possessed many sterling and likeable qualities. Capt. N. J. Wyeth, in his journal at Fort Colville, March 12, 1833,[13] mentions him as one of the chief-traders of the Hudson's Bay Company, to whom he was under lasting obligation.

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9 *Ibid.*, pp. 737, 769.

10 *Washington Historical Quarterly*, ii, p 257. Consult, also, Ermatinger, Douglas, and other journals.

11 *Peace River*, pp. 7, 12; E. Ermatinger, "Journal" in *Proceedings* Royal Society of Canada, Vol. 000, p. 97; *Canadian Northwest*, pp. 658. 659, 688.

12 *Washington Historical Quarterly*, i, p. 78; *id.*, viii, p. 113; *History of North Washington* (Western Historical Publishing Company, Spokane, 1904), p. 459; the date therein given, 1832, is incorrect.

13 *Sources of Oregon History*, i, pp. 56, 57.

George Heron, Son of Francis Heron

This venerable native of Washington, during a long and eventful career, was closely connected with many of the leading history making events in the Northwest.

George Heron was born at Fort Nisqually, near Olympia, in 1834,[14] being the son of Frank (Francis) and Josette (Boucher)[15] Heron, natives of Canada and the Colville Country, respectively. The father was the chief factor in the Hudson's Bay Company, mentioned in the title, and traveled about a great deal. The mother was of the Colville Indian tribe, and died in the Willamette Valley in 1878. The father died about 1838[16] when our subject was four years old. He was an only child and after his father's death, went with his mother to the Willamette Valley and lived with the tribes in that section, making frequent trips back to the Colville Country. Mr. Heron was raised in the primitive style of the native Indians, and consequently had very little opportunity for an education. Being endowed with considerable talent and a mental quickness often found in the half-breed children of the fur-traders, he very cleverly picked up French and the various Indian languages which he heard, and soo became quite proficient in all the dialects of the Indians of the Northwest, as well as in English and French.

When very young he started independent action and for seven years farmed on French Prairie in the Willamette Valley, one of the well-known points in the early settlement of the Northwest. About 1859, Mr. Heron moved back to Colville and began operating a pack-train from The Dalles to that point, continuing the same for five years. Then he hired to the United States as interpreter and for twenty-five years was in its employ for seventy-five dollars per month. For three years, he was in the employ of the War Department with government troops and following this long service, he again farmed in Stevens County, residing on the Columbia River. About 1878 or 1879, Mr. Heron went to Washington, D. C., with a number of Indian chiefs—Cheans, Moses, Tenasket, Sasaphapine, and Lott—as interpreter in their consultation with the government in reference to the treaty for their lands.

During the Nez Perce War, George Heron was very busy, riding from one tribe to another in the Northwest, being employed by the government in the interest of peace, and his services were of

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14 No mention of the event appears in the Journal of Occurrences at Nisqually House.

15 George Heron states that his mother's name was Clarke. She possibly married Boucher after Clarke left the country.

16 See statement in *History of North Washington*, page 459, giving the date as 1832, manifestly an error. Some of the biography contained therein in made use of in this article.

great value in assisting to keep the Indians from going on the war-path. He was acknowledged to be one of the best Indian interpreters in the entire Northwest. On one occasion, in the earlier part of "Joseph's War," there was a council of Indians with the government officers at Spokane. The then official interpreter was entirely unable to officiate and Mr. Heron was sent for. After the consultation, he was employed with the officers and soldiers and retained until the war ended. He spent this time in various sections of the country and after the hostilities, returned to Spokane Falls and his family was one of the few then there. A sawmill and store were the only business establishments then at the Falls.

In 1888, George Heron removed to his present home, about five miles north of Republic, where he owned one hundred and sixty acres of timothy land, and where he has about fifty head of cattle, besides other property. He does not attend to his farm personally, but rents it, and during the last few years, has had the great misfortune to be stricken with blindness and has become very feeble, and the writer does not know whether he yet survives.

In 1863, Mr. Heron married an Indian woman and to this union were born five children: John, deceased; Alex, on the Kettle River; Joseph, married to Noah LeFleur, on the Colville River; David, in the Curlew Valley; and Josette, deceased. In 1876, Mr. Heron was called to mourn the death of his wife, and four years later, he married Martina, also an Indian woman.

In politics, Mr. Heron is a stanch Republican and always takes, contrary to the majority of his race, an active interest in public affairs. He and his family are sincere adherents to the Catholic Church. In the early days, George Heron acted as deputy sheriff of Stevens County under John Hofstetter, and owing to his service as interpretter he was associated with some of the leading men of the Northwest. He has a very wide acquaintance and is a well-known and influential man, especially in matters relating to Indian affairs. In character he is a man of integrity and has always been considered a valuable and estimable citizen of his community.

We have the following statements from Mr. Heron himself made to Mr. John Helphrey of Curlew and the writer in December, 1915:—

"I am now 82 years of age, having been born at "Squalie" (Nisqually) in the year 1834. My father was Frank (Francis) Heron, an Irishman, who was in charge of the Colville trading post for the Hudson Bay Company. My mother was a half-breed named Clark. About the time I was a year old my father was called back to Can-

ada and my mother and I stayed on French Prairie in the Willamette and with the Colville tribe near the trading post at Fort Colville.

"I recall passing the mouth of the Little Spokane River on trips to Montana and visiting the fishing grounds at the River's mouth several times a year from the time I was ten years old for probably 40 years. From my earliest recollections, there were no buildings in that vicinity. On the south side of the Spokane River not far from the bank and about a half-mile from the mouth of the Little Spokane the Hudson Bay Company originally built a trading-post; but owing to the difficulty of access, it was abandoned and destroyed and the post moved to Fort Colville where it was in reach or river navigation. I recall the old site of the building; but it was torn down before I visited the place, but the above facts I had from my mother. This building had been a very large one with some smaller ones in the vicinity.

"I knew several men by the name of Finlay. I recall two who were living with women of the Spokane tribe. They were old men then. One moved to the neighborhood of Chewelah afterward. I think some of their descendants are around St. Ingatius Mission in Montana. At a considerably later date than this a Frenchman named Bone built a roadhouse near the mouth of the Little Spokane River. I do not recall any other buildings of note in the vicinity.

"The flat between the two rivers was a great meeting place for Indians—Colville, Spokane, Pend O Reille, Coeur d'Alene, Moses' and Nez Perce tribes. They met and camped here in the greatest friendship. They were not on good terms with the Kootenay and Yakima tribes, and had no intercourse with them. During the summer season there were from a hundred to a thousand Indians camped on the flats by the River catching and drying fish. The principal trap was maintained in the Little Spokane a short distance above the mouth. It was made by setting up piers across the river formed of poles erected in the form of a teepee. Horizontal poles were lashed to these piers and a basket work of willows bound on them. There were two lines of these fences across the River. The upper one was tight; but the lower one had frequent small gates made by lashing sticks to the upper horizontal pole and leaving them loose at the bottom, so the fish could push into the enclosure going up stream; but the current would close the gate after them. The fish came into the trap in countless thousands and were speared by the Indians. They were sufficient for all comers, as long as the

trap was maintained in good order. The trap was torn out by the whites while Mr. Waters was agent.

"The Spokane Indians, after the Wright Campaign, did very little in the way of agriculture. The first revival of gardening or cropping dates from the time Mr. Sims was agent. He distributed seed and persuaded the Indians to do something in that line. Previous to this there were some little gardens around the trading posts; but they belonged to, or were supervised by, the traders. Trails ran up and down the River, and across the country from the three fords near the mouth of the Little Spokane. There was one ford below the mouth and at least two above it. As many as six good trails converged here, leading to different parts of the country.

"'Squalie' (Fort Nisqually) was a Hudson Bay Trading Post on the Sound near Tacoma. My father was in charge of the entire line of trading posts on this side of the mountains, and I was born at that place stated, while my father was on a trip of inspection.

"As to the foundation on the site of Spokane House, I will say that I describe it very imperfectly. I think that there were some cellar holes; but think the Indians used it as a sort of fort and probably dug the holes.

"I never saw or heard of any trading after the Hudson Bay people abandoned the location until in comparatively recent times. The French mail carrier, Bone, who built a road house there possibly did some trading; but as near as I can make out, that was about fifty years ago.

"I was the official interpreter for the Agency for a great many years. I knew nothing of so-called 'painted rocks.' It was a custom when a boy was sick to send him out to paint certain rock as a charm of 'good medicine' for his recovery. I never heard of an Indian battle in the vicinity of old Spokane House; but the Spokane Indians formerly made many hostile excursions against the Kootenai, Yakima, and Blackfoot tribes." WILLIAM S. LEWIS.

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DEATH OF E. O. S. SCHOLEFIELD

At his home in Victoria, British Columbia, this gifted worker in the field of Northwestern history passed away on Christmas Day, 1919, after a long period of illness.

Ethelbert Olaf Stuart Scholefield was born at St. Wilfrid's Ryde, Isle of Wight, on May 31, 1875. The family arrived in British Columbia in 1887. The father, the late Rev. Stuart Clement Scholefield, at first located at New Westminster, became Rector at Esquimalt. The son after private tutoring finished his course in the Victoria High School and entered the service of the Provincial Library. In 1894, he became assistant to R. E. Gosnell, the first Provincial Librarian. Four years later, Mr. Gosnell was transferred to other duties and Mr. Scholefield became Provincial Librarian, which position he held to the time of his death. His duties were expanded by the addition of those of Provincial Archivist.

He was most enthusiastic in his tireless and arduous work. He is credited with having added 50,000 volumes to the library and many collections of priceless manuscripts, account books, newspapers and other materials gathered from all corners of British Columbia and from any or every source so long as the records sought bore directly or indirectly upon the history of the Pacific Northwest.

He dreamed of larger quarters for the growing collections. The dreams turned to plans and finally to realization. The foundation stone of the present Library Building was laid with appropriate ceremonies by the Duke of Connaught and, of course, Mr. Scholefield was happy. He then gave himself to the tasks of arranging and cataloging the masses of materials so that the library could render the large service intended. The Provincial Parliament gave generous support. The British Columbia Provincial Library is today famous for its wealth of materials dealing with the history of the Northwest. In subsequent years those who use and admire that library will be sure to know about E. O. S. Scholefield who gave twenty-five years of his life to its upbuilding.

Mr. Scholefield served on several occasions as secretary of the Lieutenant-Governor. He was a member of the council of the American Library Association, president of the British Columbia Library Association, a fellow of the Royal Colonial Institute and of the Royal Geographical Society. He was a member of the Union

Club of Victoria, of the Masonic Order and of the Authors' Club of London.

In 1907, Mr. Scholefield was married to Lillian May, daughter of Mr. and Mrs. Gordon E. Corbould, K. C., of New Westminster. Four sons were born to them, one of whom died in infancy. Mrs. Scholefield and the three remaining sons survive.

Those who had the privilege of going with Mr. Scholefield on trips into the country or out-of-the-way towns in search of old manuscripts, are the ones who are warmest in praise of his eager nature and his companionableness. They always saw him at his best. There was another side which in the spirit of fairness should be mentioned. This has reference to broken promises. Libraries, officers, authors and editors have for years complained. One prominent author, who was personally a friend writes: "The main trouble with Mr. Scholefield was that he was living under nervous strain all the time, continually making engagements he could not fill. This was largely due to his generous nature, but was a weakness just the same."

If he had been able to keep all his promises and engagemments he would have been a much greater character. But time will soften this acknowledged blemish. He will be remembered as one who gave all too freely of his time and strength to his great and successful work of building up the Provincial Library of British Columbia. It will certainly be difficult to fill the place made vacant by the death of E. O. S. Scholefield.

Mr. John Forsyth, who was assistant to Mr. Scholefield, has been appointed Librarian and Archivist of the Provincial Library.

C. B. Bagley.

PIONEER AND HISTORICAL SOCIETIES OF THE STATE OF WASHINGTON

According to a custom established in 1915 *The Washington Historical Quarterly* in the January number of each year publishes a list of all pioneer, historical and research societies organized with the chief aim of furthering the cause of history. It will be noticed that the one time prominent associations, Native Daughters of Washington, and Native Sons of Washington, have been dropped from the list, their whereabouts and activity being unknown.

PIONEER ASSOCIATION OF THE STATE OF WASHINGTON. Pioneer Hall, Seattle. Founded October 23, 1883, at Olympia; incorporated December 5, 1895. Membership requirement: Residence on the Pacific Coast forty years prior to date of application. There are about 800 members. Annual meeting at headquarters, first week in June, when, among other transactions, reports are received from county and other local pioneer organizations. Officers: James McNaught, Seattle, president; Mrs. Flora A. P. Engle, Coupeville, vice-president; A. W. Engle, secretary; W. M. Calhoun, Seattle, treasurer; Rev. A. Atwood, chaplain; William H. Pumphrey, Leander Miller, Mrs. Rosamond S. Densmore, Rolland H. Denny and Edmond S. Meany, trustees.

WOMENS PIONEER AUXILIARY OF THE STATE OF WASHINGTON. Pioneer Hall, Seattle. Founded in August, 1911. Membership requirements: Women who have had a residence in the State (Territory) prior to 1889. There are four meetings each year. Officers: Mrs. E. S. Meany, president; Mrs. H. A. Hunt, vice-president; Mrs. Hillman F. Jones, secretary; Mrs. Vira W. Masters, treasurer.

WASHINGTON STATE HISTORICAL SOCIETY. Tacoma: 401 North Cliff Avenue. Founded October 8, 1891. Membership requirements: Any citizen of the State. Officers: W. B. Blackwell, Tacoma, president; W. P. Bonney, Tacoma, secretary; William H. Dickson, Tacoma, treasurer. Curators Edward Meath, P. G. Hubbell, C. S. Barlow, Walter S. Davis, Thomas Huggins of Tacoma; John Arthur, Harry M. Painter of Seattle; J. M. Canse, Bellingham; Walter N. Granger, Zillah; L. V. McWhorter, Yakima; W. D. Lyman, Walla Walla; Mrs. Henry W. Patton, Ho-

quiam; Charles H. Ross, Puyallup; W. D. Vincent, Spokane; J. A. Perkins, Colfax. The Governor, Secretary of State and State Treasurer are also ex-officio members of the Board of Curators. Curators meet bi-monthly. Annual meeting of the society third Tuesday of January of each year.

WASHINGTON UNIVERSITY STATE HISTORICAL SOCIETY. University Station, Seattle. Founded January 1, 1903. Membership requirements: Any person may become a member. Officers: Clarence B. Bagley, Seattle, president; John P. Hoyt, East Seattle, vice-president; Roger S. Greene, Seattle, treasurer; Edmond S. Meany, Seattle, secretary. The above, with Thomas Burke, Cornelius H. Hanford and Samuel Hill, constitute the board of trustees.

NATIVE DAUGHTERS OF WASHINGTON PIONEERS. After several years of activity, this organization was incorporated on April 20, 1918. Headquarters are at Seattle. Meetings held first Wednesday of each month at Y. W. C. A. Building, Seattle. Membership requirements: Native born daughters and granddaughters of white parents who were resident on the Pacific Coast prior to 1870. Officers: Mrs. Janet Wilson, president; Mrs. Charles E. Hill, first vice-president; Mrs. Clara Shoudy McTeigh, second vice-president; Miss Alice Calhoun, treasurer; Mrs. F. A. Bartlett, Mrs. Alice Johnston and Mrs. Daniel O'Neill, constitute the board of trustees.

EASTERN WASHINGTON STATE HISTORICAL SOCIETY. Spokane. Crescent Department Store Building. Officers: E. A. Lindsley, president; J. W. Duncan, first vice-president; N. W. Durham, second vice-president; B. L. Gordon, treasurer; George W. Fuller, recording secretary; William S. Lewis, corresponding secretary; the above with Messrs. A. L. White, J. L. Paine, J. C. Argall, W. H. McVay, T. C. Elliott (of Walla Walla), Harl J. Cook, W. D. Vincent, Rev. Jonathan Edwards and Mrs. G. Elmer Brown and Mrs. Josie A. Foss constitute the board of trustees; Prof. Thomas B. Bonser, curator of museum. The Society (formerly the Spokane Historical Society) has permanently established a public museum, and receives financial support from the Chamber of Commerce, the city, and the county, and the local school board, and many local civic organizations are interested in the growth of its museum. The society is now enlarging the scope of its endeavors to include the entire Eastern part of the State, and intends to make its work of educational value to that section.

Local Societies

ABERDEEN PIONEER ASSOCIATION. Aberdeen. There are four meetings each year, the annual meeting occurring in January and the memorial meeting in memory of those who have died occurring on the first Sunday in March. Officers: W. B. Mack, president; Mrs. B. F. Johnson, vice-president; Mrs. William Irvine, secretary; Mrs. Charles Pinckney, treasurer; Rev. Charles McDermoth, chaplain; Mrs. C. A. McDermoth, historian.

ADAMS COUNTY. See Lincoln and Adams County Pioneer and Historical Association.

BENTON COUNTY. Old Settlers' Union. Prosser. Membership requirements: Twenty years' residence in the County. There is an annual meeting. Officers: G. W. Wilgus, president; A. G. McNeill, vice-president; M. Henry, secretary.

FERRY MUSEUM OF TACOMA. Tacoma. 401 North Cliff Avenue. Meetings are held in Hewitt Hall of the Ferry Museum Building. Officers: W. L. McCormick, Tacoma, president; Mrs. Eliza Ferry Leary, Seattle, vice-president; W. P. Booney, Tacoma, secretary; Frank B. Cole, Tacoma, treasurer.

GARFIELD COUNTY PIONEER ASSOCIATION. Postoffice address: G. B. Kuykendall, Pomeroy, secretary. Founded July 19, 1909. Membership requirements: A residence of twenty-five years in Garfield or an adjoining county. Officers: J. Otto Long, president; G. B. Kuykendall, secretary; L. F. Koenig, treasurer and financial secretary.

GRAYS HARBOR COUNTY. Pioneer Association of Grays Harbor County. Montesano. Membership requirements: Residence in the county prior to January 1, 1885. Officers: Mrs. Andrew Smith, Montesano, president; Charles Gaddis, Elma, first vice-president; John Carney, Aberdeen, second vice-president; Mrs. A. H. Kuhn, Hoquiam, third vice-president; Mrs. Warren Wood, Montesano, secretary; Mrs. H. B. Marcy, Montesano, treasurer; Rev. Charles McDermoth, Aberdeen, chaplain; A. C. Girard, Hoquiam, historian; J. E. Calder, Montesano, trustees for three years; J. A. Hood, Aberdeen, trustee for two years; William Campbell, Hoquiam, trustee for one year; J. E. Calder, Montesano, delegate to the State Association.

KING COUNTY. Seattle Historical Society. Seattle. Officers: Mrs. Morgan J. Carkeek, president; Mrs. William P. Trimble, vice-

president; Mrs. Redick H. McKee, secretary; Mrs. William F. Prosser, treasurer; Mrs. Charles L. Denny, historian.

KITSAP COUNTY PIONEERS' ASSOCIATION. Bremerton. Founded October 10, 1914. Membership requirements: Those who have resided in the county prior to the year 1893. Annual meeting on the third Saturday in August at Bremerton. Officers: J. Pitt, president; L. A. Bender, vice-president; Paul Mehner, Bremerton, secretary; Tow Lewis, treasurer. The annual meeting was omitted on account of war conditions.

LINCOLN AND ADAMS COUNTY PIONEER AND HISTORICAL ASSOCIATION. Postoffice address: Charles E. Ivy, secretary-treasurer, Davenport. Annual meeting at the Association's grounds June 15-17, 1920. Officers: H. W. Thill, Ritzville, president; N. C. Lavender, Espanola, vice-president; Charles E. Ivy, Davenport, secretary-treasurer; W. H. Vent, Sprague, historian; H. Rosenoff, Sr., Ritzville; Lee Long, Harrington; William G. Danekas, Ritzville; Wilbert Dobson, Harrington; J. M. Miller, Sprague; directors.

OKANOGAN COUNTY PIONEERS' ASSOCIATION. Conconully. Officers: P. H. Pinkston, Conconully, president; George Hurley, Loomis, vice-president, David Gubser, Conconully, secretary-treasurer; William C. Brown, Okanogan, historian.

PIERCE COUNTY PIONEERS' ASSOCIATION. State Historical Building, 401 North Cliff Avenue. Meetings are held in January, April, July and October. Membership requirements: Residence on the Pacific Coast prior to the year 1870. Officers: Mrs. Clara M. Wilt, Tacoma, president; Mary Jane Dougherty, Koch, vice-president; Charles H. Ross, Puyallup, chaplain; Mrs. H. L. Malcolm, Tacoma, secretary; Celia P. Grass, Larchmont, treasurer; C. S. Barlow, W. B. Blackwell, W. P. Booney, of Tacoma, trustees.

SAN JUAN COUNTY PIONEER ASSOCIATION. Richardson. Founded October 31, 1915. Membership requirements: Residence in the State for twenty-five years. Officers: C. M. Tucker, Friday Harbor, president; L. B. Carter, Friday Harbor, vice-president; R. J. Hammond, Port Stanley, secretary-terasurer; Mrs. G. B. Driggs, Friday Harbor; J. Stanley Kepler, Orcas; Mrs. Kimpler, Orcas; Mrs. Hannah Bell, trustees.

SKAGIT COUNTY PIONEER ASSOCIATION. Sedro-Wooley. Annual meeting place selected for the different years. Founded August 13, 1904. Membership requirements: Those who have re-

sided in the County prior to January 1, 1886, are admitted as "Pioneers"; residents for twenty years as "Old Settlers." Officers: Nick Beesner, Anacortes, president; Mrs. R. O. Wells, Mount Vernon, vice-president; Frank A. Hall, Mount Vernon, secretary; P. Halloran, Edison, treasurer.

SNOHOMISH COUNTY. Stillaguamish Valley Association of Washington Pioneers of Snohomish County. Arlington. Annual reunion and picnic at Clum's Grove, the second Thursday in August. Membership requirements: Persons resident in the State for twenty-five years, admitted as "Pioneers"; for twenty years, as "Early Settlers"; fifteen years, as "Honorary Members." Officers: W. F. Oliver, Arlington, president; James Blackie, vice-president; D. S. Baker, secretary; C. H. Tracy, treasurer.

PIONEERS OF SOUTHWESTERN WASHINGTON. Rochester. Officers: J. W. Lieuallen, Rochester, president; L. L. Hunter, Aberdeen, vice-president; J. B. Stanley, Rochester, secretary and treasurer; Thomas McCleary, Centralia; T. I. Dodge, Little Rock; J. E. Calder, Montesano, trustees.

SPOKANE COUNTY PIONEER SOCIETY. Spokane. Membership requirements: All persons, their families and children who came to the County on or before November 21, 1884; members of other pioneer associations in the State may become associate members. Business meeting on the first Tuesday in April; annual memorial meeting and annual picnic on dates selected by the Society. Officers: W. W. Waltman, president; Henry D. Kay, vice-president; Mrs. Robert Fairley, secretary; W. S. Lewis, treasurer; the above with E. I. (Billie) Seehorn, Mrs. J. M. Grimmer, Hattie Lundquist, D. T. Hane, H. L. Baer, Stanley Hallit, H. J. Cook, E. Graves, L. Nash, comprise the board of trustees.

STEVENS COUNTY PIONEER ASSOCIATION. Colville. Membership requirement: Residence in the State prior to June 30, 1895. Annual meeting on June 30. Officers: P. H. Graham, Colville, president; L. F. Ledgerwood, Rice, vice-president; John G. Kulzer, Valley treasurer; Mrs. Clara Hofstetter-Shaver, Colville, secretary; John B. Slater, Colville, historian; W. T. Ferguson, Kettle Falls; Jacob A. Meyers, Meyers Falls; F. W. Bickley, Chewelah; Mrs. John Ehorn, Chewelah; Mrs. P. Betridge, Valley; Herman Zwang, Marcus; George Thomas, Colville, trustees. The Minute Women of the county were invited to the successful annual meeting to hear a

returned soldier, C. J. McKellar, of Kettle Falls, who had gone to the front with the Canadian forces at the outbreak of the war.

THE TACOMA RESEARCH CLUB. Meets on the evening of the second Tuesday of each month. Officers: Mrs. Charles E. Hill, president; Professor G. A. Stanley, vice-president; Senator Walter S. Davis, secretary.

THURSTON COUNTY. Pioneer and Historical Society of Thurston County. Olympia. Organized on March 2, 1910. Annual election of officers in March; annual picnic at Priest Point, Olympia, in the summer. Membership requirements: Those who have resided in the county forty years or more. Officers: Mrs. J. W. Howell, president; N. S. Porter, vice-president; M. D. Abbott, secretary-treasurer; Mrs. A. A. Phillips, Troy, George N. Talcott, trustees.

WALLA WALLA COUNTY. Inland Empire Pioneer Association. Walla Walla. Membership requirements: Arrival in the Inland Empire or on the Pacific Coast prior to 1885. Officers: Benjamin Burgunder, Colfax, president; J. C. Lloyd, Colfax, vice-president; W. D. Wallace, Waitsburg, second vice-president; Marion Evans, Walla Walla, secretary; Levi Ankeny, Walla Walla, treasurer; W. D. Lyman, Walla Walla, historian.

WHATCOM COUNTY. Old Settlers' Association of Whatcom County. Ferndale. Annual gathering and election of officers at Pioneer Park, Ferndale, in August. Membership requirements: There is a graduated membership; persons having been in the county ten years are admitted as "Chechacoes"; older residents receive other Chinook Jargon titles; the oldest living member in point of residence receives a special badge of honor. Officers: J. B. Wilson, president; T. B. Wynn, vice-president; Edith M. Thornton, secretary; W. E. Campbell, treasurer; Charles Tawes, John Slater, John Tarte, Godfrey Schneider, Porter Felmley, George Baer, trustees.

WHITMAN COUNTY PIONEERS' ASSOCIATION. Garfield. Annual meeting in June. Membership requirements: Residence in the state of Washington prior to October, 1886. Officers: William Duling, Garfield, president; P. W. Cox, Colfax, vice-president; S. A. Manring, Garfield, secretary; William Lippitt, Colfax, treasurer.

YAKIMA COUNTY. Yakima County Pioneers' Association. Yakima. Annual meeting on the first Saturday in May. Member-

ship requirements: Citizens of white or Indian blood who were residents of the original county of Yakima prior to November 9, 1889, and their descendants; others may become associate members. Officers: David Longmire, president; James A. Beck, first vice-president; Mrs. Jennie Shardlow, second vice-president; John H. Lynch, secretary; Mrs. Zona H. Cameron, treasurer; Mrs. A. J. Splawn, historian.

YAKIMA COLUMBIA ASSOCIATION. Yakima. A Catholic organization having for its object the care and preservation of the old St. Joseph Mission in the Ahtanum Valley. Since 1915 a caretaker has resided on the premises. Officers: John Ditter, president; R. E. Allingham, vice-president; John H. Lynch, secretary; H. A. La Berge, treasurer; Pat Jordan, general manager.

VICTOR J. FARRAR.

ORIGIN OF WASHINGTON GEOGRAPHIC NAMES

(*Continued from Page* 204)

KELLIM LAKE, see Mason Lake.

KELLUM'S LAKE ISTHMUS, low land where Hood Canal approaches nearest to Case Inlet in Mason County. It is probably the "Wilkes Portage" of Indian Treaty by Governor Stevens. J. G. Kohl says: "It (Indian or Great Peninsula) is everywhere surrounded by water with the exception of one point, namely, at that narrow little isthmus upon which Kellum's Lake is situated and which we might call Killum's Lake Isthmus." (*Pacific Railroad Reports,* Volume XII., Part I., Page 287.)

KELLYVILLE, see Sedro-Woolley.

KELSO, a town in Cowlitz County. Peter W. Crawford, a surveyor, took up a donation land claim and on it platted a townsite which he named Kelso after his home town in Scotland. The original plat is dated October 1, 1884, and it was filed on the next day. (John L. Harris, in *Names MSS.*, Letter 473.)

KEL-UP-KWA, see Port Gamble.

KENMORE, a town at the north end of Lake Washington in King County. It was named by John McMaster, dean of the shingle industry, in January, 1901, in honor of his home town, Kenmore, Ontario, Canada. (Postmaster at Kenmore, in *Names MSS.*, Letter 461.)

KENNEBEC RIVER, see Nasel River.

KENNEWICK, a town in the southeastern part of Benton County, opposite Pasco, on the Columbia River. It was named in 1883 by H. S. Huson of the Northern Pacific Irrigation Company. The word is Indian and means "grassy place." (A. R. Gardner, editor of the Kennewick *Courier-Reporter*, in *Names MSS.*, Letter 6.)

KENOVA, a town in the northern part of Whitman County. The choice of the name was "a chance selection." (H. R. Williams, Vice President of the Chicago, Milwaukee & St. Paul Railroad Company, in *Names MSS.*, Letter 589.)

KENT, a town in King County, once known as Titusville because the donation land claim of James H. Titus was at that place. For a time the town was known as Yesler, an honor for Henry L. Yesler of Seattle. When hop culture was at its highest in that valley the name was changed to Kent in honor of England's hop center. (*Names MSS.*, Letter 44.)

KENT CREEK, a small tributary of the Pend Oreille River, near Dalkena, Pend Oreille County. It was named for Fred Kent who owned Kent Meadows where the creek rises. (Dalkena Lumber Company, in *Names MSS.*, Letter 143.)

KERRISTON, a town in the central part of King County. It is supposed to have been named for the Kerry Mill Company, A. S. Kerry, President, when that company established the town erecting a sawmill and operating logging camps. (Postmaster, Kerriston, in *Names MSS.*, Letter 50.)

KETRON ISLAND, in western Pierce County, near Steilacoom. It was named by the Wilkes Expedition, 1841, as an honor for William Kittson of the Hudson's Bay Company service. Old charts gave "Kittson Island" or "Kitson Island," but the incorrect spelling by the Wilkes Expedition persists on the present charts. (David Douglas, *Journal* 1823-1827, pages 63 and 176; *Pacific Railroad Reports*, Volume XII., Part I., Chapter XV.; *Pacific Coast Pilot*, page 623.)

KETTLE FALLS, in the Columbia River two miles below the mouth of the Kettle River, in Ferry and Stevens Counties. They were named by David Thompson "Ilthkoyape Falls" in 1811. T. C. Elliott says the word is Salish from *Ilth-kape*, meaning "kettle" (basket tightly woven), and *Hoy-ape*, meaning "net." With such kettle-nets the Salishan Indians caught fabulous quantities of fish at those falls. (*David Thompson's Narrative*, page 466, note.) Gabriel Franchere and other early travelers called the falls *La Chaudiere* because the water boiled up not unlike the water in a huge cauldron or kettle. (*Franchere's Narrative in Early Western Travels*, Volume VI., page 398.) Both names were early translated into Kettle Falls. John Work, of the Hudson's Bay Company service, used that name on August 31, 1825. (*Washington Historical Quarterly*, Volume V., page 113.) Another Indian name for the falls was reported in 1853 as *Soinetkwu* or *Schwan-ate-koo* (*Pacific Railroad Reports*, Volume I., pages 215 and 299.) A nearby town now bears the name of Kettle Falls.

KETTLE RIVER, rising in British Columbia, it flows through the northern part of Ferry County into the Columbia River at Marcus near Kettle Falls. David Thompson called it "Ilthkoyape Rivulet." An Indian name used by Tilton, Swan and others was *Ne-hei-at-pitqua*. (*Pacific Railroad Reports*, Volume I., pages 377-389.) The present name was taken from the name of Kettle Falls.

KEY CITY, a pet name for Port Townsend.

KEYPORT, a town on Liberty (Formerly Dog Fish) Bay, Kitsap County. O. A. Kuppler, H. B. Kuppler and Pete Hagen planned the first wharf. Farmers helped to haul the piles. When completed in 1896, the three named took an atlas and sought a name. They chose that of Keyport on the coast of New Jersey. (H. B. Kuppler, Port Ludlow, in *Names MSS.*, Letter 208.)

KEYSTONE, a town in the northeastern part of Adams County. It was named in 1900 or 1901 by the first postmaster, John W. Smith, in honor of his native state of Pennsylvania. (Postmaster, Keystone, in*Names MSS.*, Letter 351.) The *New Standard Dictionary* says Pennsylvania was called the Keystone "because it was the middle or seventh in geographical position of the original thirteen states."

KIKET ISLAND, at the entrance to Similk Bay, on the southern shore of Fidalgo Island, Skagit County. The name was given by the Wilkes Expedition, 1841. On Kroll's map of Skagit County it is shown as Kicket Point.

KIERMAN, a town in Clarke County, named for Daniel Kierman, owner of rock quarries there. (L. C. Gilman, in *Names MSS.*, Letter 590.)

KILISUT HARBOR, opposite Port Townsend and connecting Port Townsend Bay with Oak Bay. Sandspits which impeded navigation have been removed. The name was given by the Wilkes Expedition, 1841.

KING COUNTY was created by the Oregon Territorial Legislature by an act dated December 22, 1852, and named in honor of William R. King, of Alabama, who had been elected Vice President of the United States. He died before being inaugurated.

KIONA, a town in the central part of Benton County. The original name was Horseshoe Bend from a fancied resemblance of the bend in the Yakima River to a huge horseshoe four miles across. W. M. Scott who has lived there twenty years says he does not know how the name was changed but he has been told that Kiona is an Indian word meaning "brown hills." (In *Names MSS.*, Letter 586.)

KIRKLAND, a town on the eastern shore of Lake Washington, King County. It was named in honor of Peter Kirk, a millionaire iron maker of England, who founded the town in 1886 and hoped to establish there extensive steel works. Being disappointed he retired to a farm on San Juan Island and died on May 6, 1916.

KITSAP COUNTY was created by the Washington Territorial Legislature in an act approved January 16, 1857. It was then

named Slaughter County in honor of Lieutenant W. A. Slaughter, United States Army, who had been killed on December 4, 1855. The people of the county were given the privilege of choosing another name, if they wished, at the next general election. They chose the name of one of the hostile chiefs, whose tribe occupied part of the land in the new county. Seattle was a greater chief of the same tribe. He and most of his tribe remained friendly during the war. Kitsap, a war chief and medicine man, went over to the hostiles. When the war on Puget Sound went against the Indians, Kitsap, with Chief Leschi and others, went across the Cascades. In communications dated June 18 and October 4, 1856, Governor Stevens asked Colonel George Wright, commanding the Columbia River district, to deliver Chiefs Leschi, Nelson, Kitsap, Quiemuth and Stehi for trial by civil authorities. They had been indicted for several murders. On October 16, 1856, Colonel Wright ordered Major Garnett at Fort Simcoe to deliver the chiefs as requested. Chief Leschi was convicted and executed. Chief Kitsap was eventually acquitted. While in the guardhouse at Fort Steilacoom he had been taken ill and was given some medicine in the form of a red liquid. He got well and at once added red liquid to his equipment as a medicine man. After he had returned to his people, three of his warriors became ill. He mixed some of the red paint used for war decorations in water and gave the red medicine. The three men died and their relations were furious. They waited. On April 18, 1860, Chief Kitsap, while drunk, was enticed to a vacant cabin and shot. His body was cut to pieces. (Elwood Evans, in *History of the Pacific Northwest: Oregon and Washington,* Volume I, pages 508-509.) Rev. Myron Eells says the word means "brave" and is accented heavily on the last syllable as if the "i" were omitted from the first syllable. (*American Anthropologist,* January, 1892.)

KITTSON ISLAND, see Ketron Island.

KITTITAS, the name of a county and town in the central part of the State. The county was established by the Legislature of Washington Territory on November 24, 1883. The name is an Indian word to which have been assigned various meanings. James Mooney is authority for the statement that a small tribe called themselves "K'tatas" and the Yakima name for them was "Pshwanapum." Lewis and Clark had alluded to them as "Shanwappoms." The words meant "shoal" and "shoal people," referring to a shoal in the Yakima River at Ellensburg. (Fourteenth Annual Report of the *Bureau of Ethnology,* Part II., page 736.) That origin and meaning are repeated in the *Handbook of American Indians,* (Vol-

ume II., page 527.) By another the meaning is said to be "white rock." (M. T. Simmons, Thrall, in *Names MSS.*, Letter 468.) Students in the State Normal School at Ellensburg, in a brief history of the valley, say it was called Kittitas by the Indians because it was their "land of bread," being a favorite region for collecting camas. Wilbur Spencer, an educated son of Chief Spencer, in a letter dated April 28, 1904, says: "In the summer of 1856 my father was sent from the upper Cascades on the Columbia into the country where Owhi and Kamiken lived. He found several lodges on the south side of the river near where Ellensburg now is. The place was called in the Indian language 'Kittatas' meaning 'clay gravel valley.'"

KITZMILLER, a town in the southeastern part of Whitman County, named for E. D. Kitzmiller, "a farmer across the road from the station." (Lou E. Wenham, in *Names MSS.*, Letter 115.)

KLAHOLAH ROCK, a name given to a rock in the Strait of Juan de Fuca east of Neah Bay on the British Admiralty Chart 1911, Kellett, 1847. After the name on the chart is the word "seals" in parentheses. On present American charts the name is Seal Rock and nearby is Sail Rock.

KLAHUM, a former historic name in the Okanogan country. "During Captain McClellan's examination of the Methow River, six of the bands, belonging in part to each tribe, agreed upon Kekeh-tum-mouse, or Pierre, an Indian from Klahum, the site of Astor's old fort, at the mouth of the Okinakane, as their chief." (George Gibbs in the *Pacific Railroad Reports,* Volume I., page 413.)

KLANNET RANGE, see Cascade Mountains.

KLA-PE-AD-AM, see Tenino.

KLAS ROCK, off the shore of Mats Mats Bay, just north of Port Ludlow Jefferson County. It was named by the Wilkes Expedition, 1841.

KLASSET, see Cape Flattery.

KLATCHOPIS POINT, east of Neah Bay in the northwestern part of Clallam County. It was named "Scarborough Point" by the Wilkes Expedition, 1841, which name was repeated on the British Admiralty Chart 1911, Kellett, 1847, but Klatchopis, evidently of Indian origin, is the name on present American charts.

KLEALLUM LAKE, see Cle Elum.

KLICKITAT, an Indian word used extensively, with various spellings, as geographic names in Washington. It is the name of a tribe. Lewis and Clark, 1803-1806, encountered them and on April

23, 1806, recorded the name as "Wahhowpun," which editor, Elliott Coues, identifies as the Klickitat tribe. (*History of the Lewis and Clark Expedition,* Volume III., page 964.) On June 20, 1825, the botanist-explorer, David Douglas, mentions the tribe as "Clikitats." (*Journal* 1823-1827, page 129.) The Wilkes Expedition, 1841, recorded the name as "Klackatack." (*Narrative*, Volume IV., page 316.) General Hazard Stevens, using the work of his father and the railroad surveyors of 1853, said that the word means "robber." (*Life of General Isaac I. Stevens,* Volume II., page 22.) That definition was used by writers for many years. From 1902 to 1907, two United States Government publications were issued in which the meaning was given as "beyond." (*The Origin of Certain Place Names in the United States,* page 177 in the second edition, and *Handbook of American Indians,* Volume I., page 713.) Another recent investigator confirms this definition by showing that it originated with Lower Chinooks who called the falls near the mouth of a river beyond the mountains and the Indians living at the falls "Hladachut." A corruption of that name, Klickitat, is now applied to the river and to a tribe of Indians. (E. S. Curtis, *The North American,* Volume VII., page 37.)

KLICKITAT, a town in the western part of Klickitat County. The place was settled in the fall of 1890 by L. C. Wright and was called for him, Wrights. The postoffice name was changed to Klickitat in 1910 and the railroad station's name was changed also to Klickitat in 1913. (N. J. Young, in *Names MSS.*, Letter 8.)

KLICKITAT COUNTY, established by the Legislature of Washington Territory on December 20, 1859. In the act the name was spelled "Clickitat." (Edmond S. Meany, *History of the State of Washington,* Appendix I.)

KLICKITAT CREEK, three widely separated streams bear this name: a tributary of Klickitat River, in the central part of Klickitat County; a tributary of the Cowlitz River, in the central part of Lewis County, near Mayfield; a tributary of White River in the Central part of Pierce County. (Henry Landes, *A Geographic Dictionary of Washington,* page 175.)
graphic Dictionary of Washington, page 175.)

KLICKITAT GLACIER, on Mount Adams, in Yakima County, one of the sources of the Klickitat River.

KLICKITAT PASS, south of Goat Rocks, in the Cascade Range. Shown on the Map by the Surveyor General of Washington Territory, 1857, and on James Tilton's Map of a Part of Washington Territory, 1859. (*United States Public Documents,* Serial Nos. 877

KLICKITAT PRAIRIE, in Lewis County, see Mossy Rock.

and 1026.)

KLICKITAT RIVER, the first reference to this stream was by Lewis and Clark, 1803-1806, who referred to it as "Cataract River." (Elliot Coues, *History of the Lewis and Clark Expedition,* Volume II, page 676: "From the number of falls of which the Indians spoke;" and in Volume III, page 1255.) David Thompson, 1811-1812, called the river "Narmeneet." (*David Thompson's Narrative,* The Champlain Society edition, map.) The Wilkes Expedition, 1841, called it "Cathlatates," (United States Exploring Expedition, *Hydrography,* or volume XXIII., Atlas, Map 67.) The railroad surveyors, 1853, called the upper portion of the river "Wahwuk-chic" and "Wa-wak-che." Captain (later General) George B. McClellan gave the last name to the Upper main branch, east of Mount Adams, on August 14, 1853. These surveyors charted the stream below the forks as "Klikatat River," though they make the error of joining to it the White Salmon River under the name of "Nik-e-pun." (Pacific Railroad Reports, Volume I., pages 208, 379, 380; Volume XI., Part II., Map No. 3.) The Surveyors General of Washington Territory extended the use of the present name in 1857 and 1859 though they spelled it "Klikatat River." (*United States Public Documents,,* Serial Nos. 877 and 1026.)

KLIPSAN BEACH, on the Pacific Ocean, in Pacific County. In 1912, the place was named by Captain Theodore Conick, of the Coast Guard Station there, and Captain A. T. Stream. The word is Indian and is said to mean "Sunset." (V. O. Stream, in *Names MSS.,* Letter 424.)

K'L-LOOT, see Lake Kitsap.

KLUCKULLUM, see Coquallum Creek.

KLUT-USE, see Mercer Island.

KNAPP COULEE, an old valley between Lake Chelan and the Columbia River. The first settler there was Frank Knapp. He established the first ferry across the Columbia River there before the days of Wenatchee. Wagon traffic from the East went by way of Waterville and Knapp's Ferry. Knapp's name was also given to the coulee. (C. J. Dunhamel, Maple Creek, in *Names MSS.,* Letter 318.)

KNAPPTON, a town on the Columbia River, in Pacific County. It was named for J. B. Knapp, who built a sawmill there. (H. B. Settem, Knappton, in *Names MSS.,* Letter 93.)

KNIGHT'S RIVER, an old name for a river flowing into the Columbia River at Baker Bay, Pacific County. It was mentioned

by the botanist Douglas in 1825. (David Douglas *Journal* 1823-1827, page 61.)

KOITLAH POINT, in the Strait of Juan de Fuca at the west entrance to Neah Bay, Clallam County. It was named "Point Hilcome" by the Wilkes Expedition, 1841. The British Admiralty Chart 1911, Kellett, 1847, changed the name to "Koikla Point" and Americans have changed the spelling of that name to Koitlah Point. (*Pacific Coast Pilot,* page 521.)

KOL-LUS-UM, said to be an Indian name for Port Blakely. (J. A. Costello, *The Siwash.*)

KOSA POINT, a name charted by the Wilkes Expedition, 1841, on the mainland slightly southwest of Fox Island and north of Steilacoom, Pierce County. American charts carry no name for a point there.

KOWLITCH RIVER, see Cowlitz River.

KUI-LA-TSU-KO, see Port Discovery.

K'U K'LULTS, see Puget Sound.

KULLYSPEL LAKE, see Calispell.

KULA KALA POINT, between Dungeness and Port Williams, in the southwestern part of Clallam County. (*Pacific Coast Pilot,* p. 532.) Local tradition claims the spelling should be Kula Kula from the Chinook Jargon word meaning "travel." J. M. Ward, Port Williams, in *Names MSS.,* Letter 206.)

KULSHAN, see Mount Baker.

KUMTUX, "Kumtux, Whitman County, is a Chinook Jargon word, meaning to know or understand. The Nootka word is *kommetak,* the Clayoquot word *kemitak,* and the Tokwaht word *numituks.*" (Myron Eells in the *American Anthropologist,* January 1892.)

KUTZULE BAY, see Grays Bay.

KWAATZ POINT, at the eastern entrance to the mouth of the Nisqually River. The name was charted by the Wilkes Expedition, 1841, but present charts show no name there.

KWAY-KWILKS, see Skyne Point.

KYDAKA POINT, on the Strait of Juan de Fuca, west of Clallam Bay, Clallam County.. The name first appears on the British Admiralty Chart 1911, Kellett, 1847.

L

LAA POINT, see Nisqually Head.

LA CAMAS, see Camas.

LA CAMAS CREEK, two streams bear this name. One flows into

by the botanist Douglas in 1825. (David Douglas Journal 1823-1827, page 61.)

KOITLAN POINT, in the Strait of Juan de Fuca at the west entrance to Neah Bay, Clallam County. It was named "Point Hillcome" by the Wilkes Expedition, 1841. The British Admiralty Chart 1911, Kellett, 1847, changed the name to "Koidis Point" and Americans have changed the spelling of that name to Koitah Point. (Pacific Coast Pilot, page 321.)

KOL-LUS-TUN, said to be an Indian name for Port Blakely. (J. A. Costello, The Siwash.)

KOSA POINT, a name charted by the Wilkes Expedition, 1841, on the mainland slightly southwest of Fox Island and north of Steilacoom, Pierce County. American charts carry no name for a point there.

KOWLITCH RIVER, see Cowlitz River.

KUI-LA-TEC-KA, see Fort Discovery.

K'U KWUTS, see Puget Sound.

KULTASTE LAKE, see Caliqpell.

KULA KALA POINT, between Dungeness and Port Williams, in the southwestern part of Clallam County. (Pacific Coast Pilot, p. 332.) Local tradition claims the spelling should be Kola Kula from the Chinook Jargon word meaning "travel." I. M. Ward, Port Williams, in Avery-MSS., Letter 2506.)

KULSHAN, see Mount Baker.

KUMTUX, "Kamtux, Whatcom County, is a Chinook Jargon word, meaning to know or understand. The Nootka word is kom-matak, the Clayoquot word kwulish, and the Tolowah word kumtux." (Myron Eells in the American Antiquarian, January 1892.)

KUTSULA BAY, see Grays Bay.

KWAATS POINT, at the eastern entrance to the mouth of the Nisqually River. The name was charted by the Wilkes Expedition, 1841, but present charts show no name there.

KWAY-KWILTS, see Skyre Point.

KYPAKA POINT, on the Strait of Juan de Fuca, west of Clallam Bay, Clallam County. The name first appears on the British Admiralty Chart 1911, Kellett, 1847.

L

LAA POINT, see Nisqually Head.

LA CAMAS, see Camas.

LA CAMAS CREEK, two streams bear this name. One flows into

the Cowlitz River near Vader, Lewis County. The other flows into Muck Creek near Roy, Pierce County. Both get their name from the edible bulb which the Indians called "camas."

LA CAMAS LAKE, near Camas in Clarke County. For a discussion of the name, see Camas.

LACONIA, a station in Kittitas County at Snoqualmie Pass used before the Chicago, Milwaukee & St. Paul Railway tunnel was completed through the Cascade Range. It was named on the supposition that there was a town of that name in the Swiss Alps, but later Mr. Williams was unable to find it on the map of Switzerland. (H. R. Williams, Vice President of the Chicago, Milwaukee & St. Paul Railway Company, in *Names MSS.*, Letter 589.)

LA CONNER, a town in the western part of Skagit County and formerly the county seat. The site was first settled in May, 1867, by Alonzo Low and the postoffice there was called Swinomish. In 1869, J. S. Conner bought the trading post and the next year had the name changed to honor his wife, Mrs. Louisa Ann (Siegfried) Conner. The French-looking "La" was obtained by joining her initials. (*History of Skagit and Snohomish Counties,* pages 201-202.)

LADD, a town in the north central part of Lewis County, named in honor of W. M. Ladd, one of the principal owners of the coal mine there. (Postmaster, Ladd, in *Names MSS.*, Letter 396.)

LA GRAN MONTANA DEL CARMELO, see Mount Baker.

LAGUNA DEL GARZON, see Lake Terrell.

LAHTOO, see Latah Creek.

LAKE BALLINGER, in the southern part of Snohomish County. "The lake and creek that flows from it into Lake Washington were called McAleer after the patentee of the surrounding lands, Hugh McAleer. Some fourteen or fifteeen years ago I bought all the McAleer lands and from that time on the lake has beeen called Lake Ballinger after my father, Colonel R. H. Ballinger, who resided there until his death in 1905. The creek still retains the name of McAleer." (R. A. Ballinger, in *Names MSS.*, Letter 131, dated November 30, 1915.)

LAKE BAY, a town and bay on the western shore of Carr Inlet, Pierce County. It was named after Bay Lake through which a mill race empties into the bay. (Postmaster, in *Names MSS.*, Letter 186.)

LAKE BLACKMAN, in Snohomish County. The Blackman Brothers of Snohomish had a logging camp on the lake in the

eighties. (*History of the Pacific Northwest: Oregon and Washington,* Volume II., page 647.)

LAKE BONAPARTE, see Bonaparte.

LAKE CHELAN, extending from near the Columbia River northwestward into the Cascade Mountains. Captain (later General) George B. McClellan was at the lake on September 25, 1853, and refers to it as Lake Chelann. (*Pacific Railroad Reports,* Volume I., pages 377-389.) For a discussion of the name, see Chelan.

LAKE CRESCENT, in the northern part of Clallam County. Up to 1890, the lake was variously known as Lake Everett, Big Lake and Lake Crescent. In that year the Port Crescent Improvement Company was booming its townsite, which was but seven miles from the lake. M. J. Carrigan started the Port Crescent Leader and agitated the beauties and name of the lake. The name is now well established. The lake has become a great resort, reached mostly by way of Port Angeles. (D. A. Christopher, Piedmont, in *Names MSS.,* Letter 252.)

LAKE CURLEW, see Curlew.

LAKE CUSHMAN, in the Olympic Mountains, west of Hood Canal, Mason County. It was named in honor of Orvington Cushman, packer and interpreter with Governor Isaac I. Stevens when the treaties with the Indians were being made. Cushman advocated putting all the Indians on one big reservation on Hood Canal. He was known as "Devil Cush." A postoffice at the lake was established on June 6, 1893. The lake has long been famous as a resort. (W. Putnam, in *Names MSS.,* Letter 75.)

LAKE DE NEF, see Blake's Lake.

LAKE ERIE, a small body of water west of Mount Erie. As to the origin of the name, see Fidalgo Island.

LAKE EVERETT, see Lake Crescent.

LAKE GREEN, see Green Lake.

LAKE HOOKER, in the east central part of Jefferson County, at Leland. It was named in 1870 after Otis Hooker one of the oldest pioneers of the locality, who later moved to the State of Maine. (Robert E. Ryan, Sr., in *Names MSS.,* Letter 172.)

LAKE ISABELLA, see Isabella Lake.

LAKE KAHCHESS, see Kachess Lake.

LAKE KITSAP, a small body of water about one mile southwest of Dyes Inlet, Kitsap County. It is probably an honor for Chief Kitsap but who conferred it, or when, is not certain. (Captain W. B. Seymore, in *Names MSS.,* Letter 3.) In the Duwamish language the name was "K'l-loot." (J. A. Costello, *The Siwash.*)

LAKE KLEALLUM, see Cle Elum.

LAKE MC ALEER, see Lake Ballinger.

LAKE MCMURRAY, a small body of water in the southwestern part of Skagit County. It was named for a pioneer settler on its shores.

LAKE MERRILL, in the southeastern part of Cowlitz County. Old settlers claim that it was named in 1890 by James McBride and Frank Vandever in honor of Judge McBride's father-in-law. (John Beavers, Cougar, in *Names MSS.*, Letter 201.)

LAKE MOUNTAINS, on Cypress Island in the northwestern part of Skagit County. They have an elevation of 1525 feet. They were named by the United States Coast Survey in 1854, "among whose peaks we found two large sheets of fresh water." (George Davidson, in the *Pacific Coast Pilot*, page 565.)

LAKE NAWATZEL, in the southwestern part of Mason County. Midshipman Henry Eld, of the Wilkes Expedition, 1841, (see *Narrative*, Volume V., page 127) while exploring the "Sachap," which we know as the Satsop River, describes "Lake Nauvitz." It seems likely that it is the Lake Nawatzel of the present day maps.

LAKE NICHELESS, see Keechelus.

LAKE OF THE SUN, see Ozette.

LAKE PIERRE, in the northwestern part of Stevens County. It was named for Peter Pierre, a man of French and Indian extraction who settled there in early days. (Richard Nagle, Marcus, in *Names MSS.*, Letter 129.)

LAKE PILLWATTAS, see Little Kachess Lake.

LAKE PLEHNAM, see Bumping Lake.

LAKE RIVER, along the Columbia River at Bachelor's Island, Clarke County. The Wilkes Expedition, 1841, shows it as "Calipaya Inlet."

LAKE SAMISH, see Samish Lake.

LAKE SAMAMISH, see Sammamish Lake.

LAKESIDE, a town on the south shore of Lake Chelan, one mile west of its outlet, Chelan County.

LAKESIDE, a station on the electric railway three miles north of Cheney, Spokane County. It was named about 1906. (C. Selvidge, Four Lakes, in *Names MSS.*, Letter 168.)

LAKE SIL-KAT-KWU, see Colville Lake.

LAKE SUTHERLAND, east of Lake Crescent in the western part of Clallam County. It was named for John J. Sutherland, who camped there in 1856 and a little later built a cabin on its shores. It was first placed on the map by Shuecraft, surveyor, in 1886.

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LAKE PULLWATTAS, see Little Kettlers Lake.

LAKE PUMPKIN, see Dumping Lake.

LAKE RIVER, along the Columbia River at Beadeler's Island, Clarke County. The Wilkes Expedition, 1841, shows it as "Calipaya Inlet."

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(D. A. Christopher, Piedmont, in *Names MSS.*, Letter 252.) Another says that Sutherland's name was Robert and that he was a hunter and trapper who is supposed to have discovered the lake. (H. B. Herrick, Elwha, in *Names MSS.*, Letter 267.)

LAKE TERRELL, a body of water lying west of Ferndale, Whatcom County, and named for an early settler. Eliza's Spanish chart of 1791 shows it as "Laguna del Garzon." (United States Public Documents, Serial No. 1557, Chart K.)

LAKE TOLMIE, see American Lake.

LAKE TUCKER, on San Juan Island, about half way between Friday Harbor and Roche Harbor, San Juan County. It was named in honor of J. E. Tucker, an early settler, who served as probate judge and later as a representative in the first State legislature.

LAKE UNION, a small body of water, now surrounded by the City of Seattle, King County. The Indian name is said to have been *Kah-chung* meaning "small lake." (J. A. Costello, *The Siwash.*) At a pioneer picnic in 1854, Thomas Mercer proposed that the lake be called Union because it would one day connect the larger adjacent lake with Puget Sound. (Edmond S. Meany, *History of the State of Washington,* page 307.) For further discussion, see Lake Washington.

LAKE VANCOUVER, see Vancouver Lake.

LAKE VIEW, a town in Pierce County, named by Mr. Prosch in 1876 on account of a small lake being near the station. (G. M. Gunderson, in *Names MSS.*, Letter 185.)

LAKE WASHINGTON, a large body of water lying east of Seattle, King County. Isaac N. Ebey visited the lake in the spring of 1851 and named it "Lake Geneva," after the beautiful lake of Switzerland. (Victor J. Farrar, *The Ebey Diary, Washington Historical Quarterly,* Volume VII., pages 240-241.) That name did not endure. The railroad surveys under Governor Isaac I. Stevens, beginning in 1853, produced a map showing "Lake Dwamish." In the lower left hand corner of the same map is a supplementary sketch by A. W. Tinkham of a route through Snoqualmie Pass to Seattle. It is dated January, 1854, and the lake is shown as "At-sar-kal- Lake." (*Pacific Railroad Reports,* Volume XI., Part II., Chart No. 3.) Those two names gave an honor for the Duwamish tribe and also sought to record the Indian name for the lake. In that same year, 1854, the pioneers of Seattle held a picnic, at which Thomas Mercer suggested that the large lake be given the name of Washington, after the father of his country, and the smaller one

Union because by it the waters of the large lake would one day be united with those of Puget Sound. One year before (March 2, 1853.) Congress had established and named Washington Territory. The suggested name for the lake was approved at the picnic but the pioneers published no map. Preston's Map of Oregon and Washington West of the Cascade Mountains, dated 1856, shows "Dwamish Lake." The same name appears on the Map by the Surveyor General of Washington Territory, dated 1857. (*United States Public Documents,* Serial No. 877.) in 1858, George Davidson, of the United States Coast Survey, in his *Directory for the Pacific Coast of the United States,* mentions Lake Washington. (*United States Public Documents,* Serial No. 1005, page 446.) After that the name soon found its way on all maps and charts. Another Duwamish Indian name, "It-how-chug," said to mean "large lake," was published in 1895. (J. A. Costello, *The Siwash.*)

LAKE WASHINGTON CANAL, connecting the waters of Lakes Washington and Union with Puget Sound and making a fresh water harbor for Seattle. It was suggested by the pioneers as early as 1854. In 1860, Harvey Pike began to dig it with pick and shovel. The next year, the Lake Washington Canal Company was incorporated and about fifteen years later a small canal was completed so that logs could be floated from one lake to the other. After years of agitation, surveys and legislation, the Federal Government undertook the work. Its completion was celebrated on July 4, 1917.

LAKE WHATCOM, near the City of Bellingham, Whatcom County. The first settlement on Bellingham Bay began in 1852 and the name of Whatcom for the creek and the lake it drained developed at once . The railroad surveys of 1853 show Lake Whatcom. (*Pacific Railroad Reports,* Volume XI., Part II., Chart No. 3.) James Tilton's Map of a Part of *W*ashington Territory, dated September 1, 1859, shows it as Whatcom Lake. (*United States Public Documents,* Serial No. 1026.)

LALU ISLETS, a name used by the Wilkes Expedition, 1841, to designate several small islands in the Columbia River, opposite Sandy Island near Kalama. They are not shown on recent charts.

LAMOINE, a townsite and former postoffice about six miles northwest of Withrow, Douglas County. It was originally called "Arupp." When a postoffice was being secured, a permanent name was under discussion in a small store. A man named Bragg reached to the shelf and took down a can of sardines labelled "Lamoine," asking: "What is the matter with that as a name for the town?" The suggestion was approved. In 1909 or 1910, on the completion

of the Great Northern branch line across the Douglas County plateau, Lamoine was missed by about six miles and Withrow supplanted it. The old postoffice was discontinued. There remain two or three residences, a schoolhouse and a large public hall belonging to the Farmer's Educational and Cooperative Union. Aside from these Lamoine is a memory. (W. H. Murray, publisher of the Withrow *Banner,* in *Names MSS.,* Letter 104.)

LAMONA, a town in the southern part of Lincoln County, named for J. H. Lamona, the first merchant there, in the winter of 1892-1893. (Postmaster, in *Names MSS.,* Letter 250,)

LAMONT, a town in the northwestern part of Whitman County, named for Daniel Lamont, Vice President of the Northern Pacific Railway Company. (L. C. Gilman, in *Names MSS.,* Letter 590.)

LA MONTE, see Almota.

LAMPOILE RIVER, see Sanpoil River.

LANGE, a postoffice near Spirit Lake, north of Mount St. Helens, Skamania County. The name was changed from "Spirit Lake" on October 27, 1910. It is an honor for R. C. Lange who was appointed postmaster there on October 28, 1908. (Postmaster, in *Names MSS.,* Letter 561.)

LANGLEY, a town on the southeastern shore of Whidbey Island, Island County. Jacob Anthes, after nine years of logging and other enterprises in the vicinity platted a townsite in 1890 and organized a company which acquired title to the surrounding acreage. It was named in honor of Judge J .W. Langley, of Seattle, one of the members of the company. (*The Islander,* in *Names MSS.,* Letter 344.)

LANGLEY POINT, at the entrance of a bay bearing the same name on the southwestern shore of Fidalgo Island, Skagit County. The Wilkes Expedition, 1841, charted it "Point Sares," an honor for Henry Sares, captain of the Top, during the cruise. The present name is probably for a pioneer settler on the bay.

LANTZ, a postoffice in the eastern part of Adams County. John O. Robinson was commissioned postmaster on May 28, 1904. The office, kept in his house, he had named for his son, Lantz Robinson. When the Spokane, Portland & Seattle Railroad was built a siding was given the same name of Lantz. (Postmaster, in *Names MSS.,* Letter 16.)

LA PUSH, a town at the mouth of the Quillayute River, in the southwestern part of Clallam County. It is a Chinook Jargon word meaning "mouth," and originated in the French *la boos.* (Rev. Myron Eells, in *American Anthropologist,* January, 1892.)

LA RIVIERRE MAUDITE ENRAGE EMAGER, see Snake River.

LA SIERRA SANTA ROSALIA, see Mount Olympus.

LATAH, a town in the southeastern corner of Spokane and a creek flowing northwesterly to the Spokane River near the City of Spokane. The railroad surveyors called it "Camas Prairie Creek" in 1853. (*Pacific Railroad Reports,* Volume XI., Part II., Chart No. 3; Volume XII., Book I., map.) In 1858, Colonel George Wright, while punishing the Indians for their defeat of Colonel Steptoe, killed about 800 Indian horses and hanged a number of Indians. The creek flowing near received the name of "Hangman Creek." Colonel Wright dated his dispatches "Camp on the Nedwhauld River." Others of his party wrote it "Neduald," "Nedwhuald" and some wrote it "Lahtoo." Father Eels said one Indian name was "sin-too-too-ooley" or "place where little fish are caught." Objecting to the gruesome word "Hangman," the legislature changed it to Latah, "a clumsy corruption of the more euphonious Indian word 'Lahtoo.'" (N. W. Durham, *Spokane and the Inland Empire,* page 254.) Major R. H. Wimpy settled near the present town of Latah in the early seventies and the postoffice was named "Alpha" in 1875 but soon afterwards it was changed to Latah. Other early settlers were Benjamin F. Coplen and Lewis Coplen. The town was platted in 1886. (*History of Spokane County,* page 277.)

LA TETE, an eminence said to be 2798 feet high between Fort Nisqually and the Cascade Range received that name from Lieutenant Robert E. Johnson of the Wilkes Expedition, 1841. (*Narrative,* Volume IV., page 422.) Theodore Winthrop applied the same name in that vicinity but probably not to the same peak. (J. H. Williams' edition of *The Canoe and the Saddle,* page 99, note.) Recent charts do not identify the peak.

LATONA, a former village on the north shore of Lake Union now included within the city limits of Seattle. The name for the place is said to be "Squaltz-quilth" in the Duwamish language. (J. A. Costello, *The Siwash.*)

LAURIER, a town on the Columbia River, in the northeastern corner of Ferry County near the Canadian boundary. It was named by the Great Northern Railroad Company in 1902 for Sir Wilfred Laurier, Premier of Canada. (C. H. Didwell, in *Names MSS.,* Letter 203.)

(*To be continued*)

DOCUMENTS

The Nizqually Journal

(*Continued from Vol. X., Page 230.*)

[September, 1849.]

Wednesday 19th. light rain greater part of the day. In the afternoon, J. McLeod, Montgomery, Peter Wilson, Edward Shearer & Mathew Nelson came in from their Stations to have an understanding about getting [page 38], higher wages & Bills for their Balance up to last June, and if they failed to get them they would leave the service at once. Dr. Tolmie explained to them that he had just received orders from Mr. Douglas to raise the two first mentioned wages to £15 more and the three later to £20, and also a promise that should the Company be bought out, before expiration of their Contracts, that they would not be required to go anywhere else, but be paid off in full here, and the same if they had to make out times; but as to giving Due Bills he did [not] feel justified in doing so, in case they designed to leave at all risks, whereby the Company would sustain loss & Damage, and if they did leave, they would forfeit all their wages according to their agreements. They rejected all three offers, and gave notice that they would all leave if the following conditions were not complied with, to get their due Bills as requested, when that got, to make new agreements, their wages to be 100 Dollars a month & to be paid monthly. Dr. Tolmie gave them to understand that he had given them the best offers he had in his power, and he had no authority to give more; and also dictated to them of their dishonorable like conduct, in leaving their posts, before the end of their contract, when they were so much required, and the probability of their losing all their wages in case they left; The party left with notice that they should all come in next Saty. to give u ptheir charges. [page 39.]

Thursday 20th. Fine clear weather. Cowie & his party setting up new slaughter house, the balance thrashing out oats in Barn. Montgomery & others brought in a lot of working oxen. Dr. Tolmie & Mr. Todd visited Steilacoom.

Friday 21st. Agreeable weather. Neopalu & Lahannui with two lots of oxen hauling filling wood for Cowie. The others as before.

Saturday 22nd. Fine. About noon Capt Livingston accompanied

by Mr. Moatt arrived.[107] Capt. L's vessel, Barque *Collooney* Brought about sunset, she is come for the purpose of getting the lumber contracted for between Mr. Simmons and the Company. Mr. Moatt's time is out and is going to try his fortune in California.

Sunday 23rd. Sunshine. No news.

Monday 24th. Sugar discharged from the *"Collooney"* this morning, and thereafter Capt. Livingston set sail for Newmarket having Mr. Ross as passenger and pilot. About noon the *Cadboro* arrived with a small supply of goods.

Tuesday 24th. Fine. Cadboro discharged her cargo. Cowie & Kalama at slaughterhouse.

Wednesday 26th. Fine. Captain Saingster reported this morning that three of his crew had deserted during the night. W. F. Tolmie rode to Newmarket to see how the loading of the *Collooney* [page 40] proceeds.

Thursday 27th. Fine. Report says that the landsmen deserters having been joined, last night, by the three runaways from the *Cadboro,* started for Cowlitz this morning. W. F. Tolmie returned from Newmarket in the evy of all goes on smoothly with the *"Collooney"* and Mr. Ross may be expected home tomorrow. Simmons has sold out to Crosby & Gray of Oregon City.

Friday 28th. Fine. Charles Ross, who has been employed since Monday, sent to Steilacoom today with some Shingles and wine for the Officers. Commenced burning swamp land.

Saturday 29th. Fine. Work as before. Fort swept out.

Sunday 30th. Agreeable weather. Judge Bryan[108] and a large party arrived, for the trial of the Snowqualmie prisoners.

October 1849

Monday 1st. Weather still continues fine. Dr. Tolmie & myself[109] both absent at the trial as witnesses. The furs were treated. Mr. Todd with two Kanakas looking out for a site for a sawmill down the Sequallitch stream & made some commencement for a claim to one.[110]

107 Captain Lewis Livingston, bark *Collooney.* The other gentleman is Captain W. A. Mouat, of the brig *Sacramento,* and apparently an agent for the firm of Allan & Mackinlay, although still in the service of the Hudson's Bay Company. His picture appears in Lewis & Dryden, and his name is frequently encountered in the account book of the Puget's Sound Agricultural Company.

108 The men are Judge William P. Bryant, District Attorney A. P. Skinner, and David Stone, attorney for the defense.

109 Mr. Walter Ross, clerk.

110 The treaty of June 15, 1846, guaranteed to the Puget's Sound and Hudson's Bay companies their possessory rights, but left the question of land rather indefinite. The officials, accordingly took such precautionary measures as is here recorded. Despite efforts claim jumping took on a serious aspect in the early fifties, Steilacoon, Cowlitz farm and other choice localities being taken by the settlers with the conivance of federal and local officials. For a full account see *British and American Joint Commission for the final settlement of the claims of the Hudson's Bay and Puget's Sound Agricultural Companies, Papers* (Washington, D. C. and Montreal), 14 volumes.

Tuesday 2nd. Strong Gales from the Northward work much as before. The trial of the Indian prisoners not yet over. [page 41.]
Wednesday 3rd. Barque *Collooney* arrived from Newmarket late lastnight, most of the hands employed today shipping shingles, the rest about slaughter house. The jury of the Court held at Steilacoom having found a verdict of "Guilty" against two of the Indian prisoners, Copass & Qualawout they were sentenced to be hung, which sentence took place at 4 A. M.[111] this afternoon, the other four were liberated after a strict charge.[112]
Thursday 4th. Fine. Work as before. The Court passed this way, on their way home. Barque *Harpooner* loaded and ready to start tomorrow. Mr. Fearon Supercargo up in the evening squaring accounts.
Friday 5th. Smoky. Barque *Collooney* off by daylight.
Saturday 6th. Foggy greatest part of the day. Linklater sent to Tinalquot to take his station as Shepherd for which he was engaged to remain another year.
Sunday 7th. Hazy.
Monday 8th. Thick Fog all the day. Cowie and Kalama employed about slaughter-house. A gang of Indn. women sent of to the plains under Cush to take up potatoes at the different stations. [page 42.]
Tuesday 9th. Fog still close & disagreeable. Work as yesterday. A party of Lummies[113] arrived down the beach.
Wednesday 10th. Weather clearer than yesterday. Cowie & Kalama & Gohome cutting rafters for new building. Squally with two others were sent yesterday to repair the road on the other side of Tinalquot, for the convenience of the waggons which are expected here soon, with Specie from Vancouver, & which only now detains the schooner from starting in order that the Specie may go home by the homeward bound ships this time.
Thursday 11th. Cloudy, Fog & Smoke clearing up. Men employed about Slaughter house. Squally & the others returned, no word of the waggons. Killed 30 sheep which were shipped on board Schooner for Victoria.
Friday 12th. No Fog, light drops of rain throughout the day. Work as before. 6 live Sheep sent to Steilacoom & 8 others slaugh-

111 An error. P. M. is intended.

112 The two found guilty were clearly so; of the remeining four three were innocent, and one, a slave, was shown not to have participated in the affair at all. His presence seemed to indicate that the Indians had hoped to sacrifice him in the stead of one of themselves, the guilty. See Sen. Doc. 31 C, 2 S, Doc. 8E, Serial No. 587.

113 A Salish tribe inhabiting the island of the same name and the shores of Bellingham Bay.

tered for use, after which counted the remainder of band of Wedders. No. 450.

Saturday 13th. Cloudy. Mr. W. Ross sent out to reside at Tlithlow[114] and look after the people in the Plains. After dark Mr. C. L. Allan[115] accompanied by Thomas Pambrum, arrived, having the returns and specie from Vancouver in two wagons. [page 43.]

Sunday 14th. Cloudy. Returns and specie shipped.

Monday 15th. Cloudy. Live sheep and pigs shipped on board *Cadboro* and everything ready for her departure by 11 A. M. but there being no wind she does not leave till the evening ebb commences. Mr. C. L. Tod goes passenger.

Tuesday 16th. Fine, a busy day in the shop some priests and others having arrived yesterday evening. Some Indians thrashing wheat. Cowie and party going on with house. *Cadboro* off early in the morning.

Wednesday 17th. Fine. Mr. C. T. Allan started after an early breakfast accompanied as far as Tinalquot by W. F. T.[116] Work as yesterday.

Thursday 18th. Fine. Work as yesterday. All going on well in Tinalquot and T. Linklater seemingly comfortable and contented. Lieut: Dement[117] of the U. S. troops at Steilacoom returned from an Express Trip to Vancouver & O. City,[118] bringing letters to me from Mr. Ogden. Cowie roofing slaughter-house.

Friday 19th. Cloudy. Women employed burning swamp. Other work as yesterday. Mr. Ross in with working oxen.

Saturday 20th. Cloudy. Had a visit from Qmaster[119] Tallmadge and Dr. Haden[120] of the U. S. Troops stationed at Steilacoom. Work as yesterday. Genl. Smith[121] Comr. in chief of the U. S. troops on the Pacific is soon to visit this quarter.

Sunday 21st.

Monday 22nd. Cloudy. Thrashing wheat with Marrons. Sent ox waggon to Gravelle's for a load of straw for Steilacoom. [page 44.]

Tuesday 23rd. Cloudy. W. H. Macneill arrived from Victoria with the Express from the Eastside which had been brought across

114 A herdsman's station near Steeilacoom.

115 G. T. Allen.

116 William Fraser Tolmie.

117 Lieutenant John Dement.

118 Oregon City, headquarters, until the removal to Fort Vancouver.

119 Quartermaster Grier Talmadge, of Steilacoom.

120 I. A. Haden, not to be confounded with Hayden.

121 General Percifer F. Smith. For an account of the establishment of the military in Oregon see Sen. Doc. 31C, 2S. Doc. 1, part 2, Serial No. 587.

via Athabasca, Peace River and New Caledonia[122] by Eden Colvile Esqre. a lately appointed Governor of Rupert's Land.[123] Mr. Colvile is now at Victoria and accompanied by C. F.[124] Douglas is to proceed in a few days hence to Vancouver by Nisqually & the Cowlitz portage.

Wednesday 24th. Cloudy. Despatched after breakfast a messenger for Cowlitz with the packet and letters recd. from Victoria yesterday, and after dinner Mr. Macneill took his departure for Victoria.

Thursday 25th. Heavy showers during the night. Mild. Sunshine. Had a letter from Cowlitz today, which was conveyed as far as Tinalquot by Lapoitrie who along with some Indians is transporting wheat from Nawakum prairie to Tinalquot and has made one trip without accident. Potatoe lifters paid off. Two ploughs going today. The delving of the lately burnt ground in the swamp to be the job for odd half days for the Indians usually employed about the Slaughter house and Barn.

Friday 26th. Rainy. Mr. Ross with assistants drove in some cows, 10 of which with their calves are to be delivered tomorrow to an American named Glasgow in exchange for 300 bushels potatoes which have already been received. Glasgow accompanied by Mr. David Chambers arrived in the evening.

Saturday 27th. Showery. Partial Sunshine. Glasgow and Chambers with assistance from the establishment busy all day catching and tying the 10 cows and a two year old Bullock due Glasgow since last Spring. The cattle very wild. Mr. Ross came in about noon with a fresh lot, and thereafter assisted in securing the cattle. Mr. Jones[126] of Newmarket gave a promissory note payable in a month [page 45] for $100 in payment of 2 cows & calves and the [Ms. illegible] lent him in Spring of 1846. Gave Mr. Glasgow a note on presentation of which on or after the 15th April 1850, he will be entitled to 8 Heifers, calves of 1849.

Sunday 28th. Glasgow off with his cattle but lost 4 cows and much bothered.

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122 Approximately the British Columbia of today.

123 All the country ruled by the Hudson's Bay Company was from the beginning denominated Rupert Land after Prince Rupert, the first governor. With the amalgamation with the North West Company Rupert Land was reorganized into four departments, Montreal, Southern, Western and Northern. The departments were further subdivided into districts which in turn composed a collection of posts. The ostensible capital was Fort Garry, Red River, where an annual meeting was held, and orders issued for the following year. Transportation between the posts was effected by means of "brigades." For a source account of the workings of the Hudson's Bay Company, consult, Canadian Archives, *Publications*, No. 9, 1914, 2 volumes.

124 Chief Factor James Douglas.

125 At or near the present Newaukum, in Lewis County.

126 Gabriel Jones, one of the Michael T. Simmons party, pioneers of 1845.

Monday 29th. Cloudy. Cowie & others at roof of slaughter house. Two ploughs going. Sowed 3 bushels wheat.
Tuesday 30th. Rainy. Work as yesterday.
Wednesday 31st. Showery. Roofing of Slaughter house finished. Adam Beinston while out shooting Beef cattle had his left thumb greatly lacerated by the bursting of his gun. In the evening Mr. Wm. Ogden nephew of P. S. Ogden[127] Esq. arrived, accompanied by Charles Mackay[128] of Tuality[129] and Marcel Bernier.[130] They are going to Pt. Discovery and that neighborhood in quest of mill-sites. Sowed 2 bushels Wheat.

November, 1849.

Thursday 1st. Heavy showers. Cowie & party commenced laying the flooring of store. Thrashing Oats with the flail.
Friday 2nd. Showery. Partial sunshine. Mr. Ogden and party off this morning. An American named Glasgow the same who purchased the cattle came in the evening to say that he did not wish me as agent for the Hudson's Bay and Puget's Sd. Coys[131] to make any further improvements on his claim commencing at the sawpit at Nisqy[132] landing and running northward so as to inclose the Sequallitch creek, he handed me a written notice to the above effect, which I declined to accept, telling him that by settling where he had he was trespassing on the lands of the P. S. Coy.
Saturday 3rd. Showery. Partial Sunshine. Lieut: Gibson passed, on his way to the Cowlitz and Vancouver with the mail. Wrote by him to C. F. Ogden.
Sunday 4th. Mr. T. M. Chambers an American who arrived last night proceeded this morning towards Steilacoom where he is to mark off a claim in his son's name on the Puget Sound Company's lands, and including the millsites at the entrance of the Steilacoom creek. In the evening, Captain Mosher[134] of the ship "Inez" arrived, guided by Glasgow, and accompanied by a boat's crew of six, having left his ship a few miles below the narrows. After sitting for an hour or two he left and went to pass the night with Glasgow. The boats crew were supplied with supper and quarters in the different houses inside the Fort. The "Inez" has come for

127 Peter Skeene Ogden was a Chief Factor at Fort Vancouver; William Ogden at one time an apprentice clerk, is apparently in the service of Allan and Mackinlay, inasmuch as his expenses are charged to that firm. See note 107.
128 Charles Mackay.
129 A settlement on the river of the same name in Oregon, spelled variously.
130 Marcel Bernier, born at Spokane in 1820, one of the Red River colonists of 1841, but since this year (1849) a citizen of the United States.
131 Puget's Sound Agricultural Company.
132 Nisqually.
133 Lieutenant John B. Gibson.
134 Identity not ascertained.

the Lumber and Shingles contracted for, from Mr. Simmons by a Mr. Fruit.[135]

Monday 5th. Fine. Rode out today too kill beef and afterwards accompanied by Mr. W. Ross, proceeded towards Steilacoom to warn off Mr. Chambers as a trespasser on the lands of the Puget's Sound Coy. Could not find Mr. C. who was tracing out his claim in the woods. Accompanied Mr. Ross home to Tlilthlow.

Tuesday 6th. Showery. Partial Sunshine. Assisted Mr. Ross during the forenoon at Tlithlow to put the Rams to the Ewes but on learning that the *General Patterson* was in the roadstead and unloading her cargo, I hastened in to the Fort. Cowie making a gutter to carry off the water from the roof of the Store. In the evening Captain Mosher made his appearance and staid for the night.

Wednesday 7th. Fine. Mg. showery, a smart breeze in the forenoon that drove the Genl. Patterson from her anchorage. Nearly all her cargo landed and in the store this evening. Commenced moving the salting tubs &c from old to new Slaughter house. Called at Glasgow's in the morning and warned him off as a trespasser on the lands of the Puget's Sound [page 47] Company in presence of Captain Mosher, Mr. M. T. Simmons, Charles Ross and Adam Beinston. Glasgow in his turn warned us against making any further improvements on what he called his claim. Continued on to the beach from Glasgow's accompanied by Captain Mosher, Simmons and Glasgow through a wide road opened by the Company some years ago, of which I informed Mosher and Simmons. Afterwards went on board the *Genl. Patterson* and saw Captain Corser.[136]

Thursday 8th. Rainy. Nearly all the *Genl. Patterson's* cargo landed. Lapoitrie with his Inds. retd. having in three weeks made the trips with wheat from Cowlitz & Newaukum to Tinalquot.

Friday 9th. Showery. Engaged C. Wren for a day and sent him along with Lapoitrie and some Islanders and Indians to make a slight dam a little above the entrance of the Sequallitch creek. Cowie continuing at flooring of slaughterhouse. Captain Corser spending the evg. at the Fort.

Saturday 10th. Mg. foggy. Fine. Mr. Ross drove in a lot of working oxen. Some Indians thrashing Oats. Others at flooring of slaughterhouse.

Sunday 11th. Showery.

Monday 12th. Fine. Lapoitrie assisting the ordinary ox drivers in taming the oxen brought in on Saturday. Cowie finishing floor of slaughterhouse.

135 Identity not ascertained.
136 Identity not ascertained.

BOOK REVIEWS

Alaska, Our Beautiful Northland of Opportunity. By AGNES RUSH BURR. (Boston: The Page Company. 1919. Pp. 428. $4.00 net.)

This handsome book with decorative cover, carrying six plates in full color and forty-eight duogravures, is another in the "See America First" Series. Most of the volumes thus far issued in the series are devoted to the West. "Sunset Canada; British Columbia and Beyond" was reviewed in this *Quarterly* (Volume IX., page 310) and other volumes include "California, Romantic and Beautiful," "Oregon, the Picturesque" and "Three Wonderlands of the American West." Each book is sumptuously printed and boxed.

The author makes no pretense of presenting history. She records the observations by herself and others. The purpose of the book is best told in her preface as follows: "Alaska is a land of beautiful scenery and of almost inexhaustible resources. It is a land with a romantic history, and a land of interesting people, whether these be the sturdy pioneers and their descendants with their tales of early days, the Indians, and the rapid progress they are making on their march toward civilization, or the prospector with pack on back on his tireless quest for gold.

"It is a land also of many opportunities. In size about one-fifth of the whole United States, in resources almost equal in variety to those of the entire country, Alaska as yet has but comparatively a small population and few industries. New business enterprises in almost countless number await the seeing eye and earnest hand of the shrewd business man and woman."

She further tells about the possibility of observing much of the great scenery from well-appointed steamers and railroad trains and automobiles over a three-hundred mile road. All this reminds the present reviewer of a remark made at Prince William Sound in the summer of 1902 by General A. W. Greely, then Chief Signal Officer of the United States Army: "We have just been establishing signal stations through the unexplored interior of Alaska. When the discoverers and explorers come they can step into one of those stations and send their records to the outside world."

There remains much exploring to be done in Alaska. None of it will detract, however, from the interest or value of this book.

The author acknowledges help received from many sources, including "Mr. J. L. McPherson, of the Alaska Bureau of the Seattle Chamber of Commerce, who has made the study of Alaska almost his life work; Mr. Kenneth Kerr of the Seattle 'Railway and Marine News,' and many others." The second chapter of the book is entitled: "From Seattle Northward." EDMOND S. MEANY.

Central Oregon. By W. D. CHENEY. (Seattle: The Ivy Press. 1919. Pp. 149. $1.00.)

This little book locally produced and published has the distinct purpose of calling attention to a part of the Pacific Northwest in which railroad building is being rapidly developed. In addition to the descriptions of new resources to be made available there is also a note of preparedness, which is best told by the author himself on pages 144 to 146, as follows:

"This book is being written in the midst of the European War; and these words are written the day following an address by the Governor of Oregon in which he appeals for the completion of the Pacific Highway as a matter of military importance. Exactly as this paragraph is being written, a representative of the Coast Defense League calls upon the writer for assistance in securing support for the Pacific Highway as a part of the Military Road System. If this highway is important, what of these railroads?

"The strength of Germany has not been in men and material alone. But would have been useless but for a wonderful system of railroads, permitting the quick shifting of armies and munitions.

"Our Pacific Coast is very vulnerable; and it is not because of seven hundred miles of coast-line between Cape Flattery and the Golden Gate. It is because of the long, easily broken thread of the Southern Pacific Railroad, lying undefended between the mountains and the sea. Even if not impaired, it is utterly inadequate to handle the congested traffic of war.

"Not only will the Strahorn Lines put millions of acres under cultivation: they will provide two lines north and south along the Pacific Coast instead of the one line now existing. By double-tracking only seventy-six and one-half miles of the Strahom System, three lines will be provided for the entire distance between Mare Island and Puget Sound, over which troops and munitions can be rushed north and south; and two of these lines will be east of the Cascade Range, a natural fortification."

The Problem of the Pacific. By C. BRUNSDON FLETCHER. (New York: Henry Holt and Company. 1919. Pp. 254. $3.00 net.)

The author opens his preface by declaring: "This book is not an ordered history of the Pacific. Its main object is to show how four Powers during a century have been reaching towards a mastery of half of the world—the Pacific Ocean covers a whole hemisphere—and only as the main facts of this mastery are kept in mind will a Peace Conference be able to do justice to the interests now dominant."

His description of the first chapter is worth repeating: "A century completed with war: Its history in the Pacific marked by chapters of special importance: Each decade from 1814 begins with some notable event: The Monroe Doctrine in 1824 and Alaska: Australia conquered in 1814, 1824, 1834: France and Tahiti in 1844, and Britain's settlement with America: The year 1854 and Japan's beginning as a Power: Germany also enters the Pacific in that year: Effect upon the Pacific of Prussia's attack upon Denmark in 1864: Fiji annexed in 1874: Germany's annexations in 1884: War between China and Japan in 1894: War between Japan and Russia in 1904: Opening of Kiel and Panama Canals in 1914."

The ambitions of Germany and Japan bulk large in the subsequent chapters and the position of Australia is given prominence. The author's preface is dated at Sydney in May, 1918. His conclusion is a plea for a better understanding of Australia and the last words: "While some things may have to wait, the main purpose of English-speaking peoples in spreading the blessings of real liberty will be greatly served."

The Degradation of the Democratic Dogma. By HENRY ADAMS. (New York: The Macmillan Company. 1919. Pp. 317. $2.50.)

In this *Quarterly* for January, 1919, there appeared a review of the remarkable book entitled "The Education of Henry Adams." In correspondence with the dead author's brother, Brooks Adams, it developed that he had a manuscript giving further views of Henry Adams on the philosophy of history which would be published. It here appears as "The Rule or Phase Applied to History."

The first half of the volume is by the brother, Brooks Adams, on "The Heritage of Henry Adams." This is followed by a letter to the American Historical Association of which he was president can Teachers of History (1910) and by the final "Phase." inn 1894 and by the hitherto privately published "Letter to Ameri-

Readers of "The Education of Henry Adams" will surely want to read this book. In a private letter, Brooks Adams says: "I am afraid you will hardly find the book alluring, as it is not optimistic." But he adds later, "Such as we are—we are." He thinks the "Letter to Teachers" is one of the ablest things his brother Henry ever wrote.

The Life of General Ely S. Parker. By ARTHUR C. PARKER. (Buffalo, N. Y.: Buffalo Historical Society. 1919. Pp. 346.)

This interesting addition to Americana is written by a great-nephew of General Parker. The author has achieved reputation as a scholar and writer. He is now State Archaeologist of New York. General Parker was the last Grand Sachem of the Iroquois and was military secretary of General Grant. He made a most remarkable link between the great race of Indians and their white neighbors. This book with its sympathetic records and collection of illustrations will prove to be a monument to one of America's admirable Indian characters.

Taxation in Nevada. By ROMANZO ADAMS. (Reno: Nevada Historical Society. 1918. Pp. 199. $1.50.)

This little volume, well described by its title, is one in the Nevada Applied History Series, edited by Jeanne Elizabeth Wier.

Correspondence of the Reverend Ezra Fisher. Edited by SARAH FISHER HENDERSON, NELLIE EDITH LATOURETTE and KENNETH SCOTT LATOURETTE. (Portland: Miss Freda Latourette, 325 Chamber of Commerce Building. 1919. Pp. 492. $3.50 net.)

Rev. Ezra Fisher was a pioneer Missionary of the American Baptist Home Mission Society in Indiana, Illinois, Iowa and Oregon.

The first twenty-nine pages are devoted to a biographical sketch of the missionary. His correspondence from the Middle West concludes on page 155 when he wrote on April 12, 1845, "We are now here (Davenport) on our way to Oregon." The last entry bears the date of March 31, 1857. That span of a dozen years was filled with important events in Oregon history and these pages of letters throw light that will be welcome by all who study the period. Like most missionaries he gained his living from the soil. In 1861, he left the region of Willamette Valley and moved to The Dalles.

He continued to preach and farm. He spent a short time in California for his health but returned to The Dalles and resumed his religious work. He preached his last sermon on October 18, 1874, and died at The Dalles, November 1, 1874. He was much interested in education. In his last letter to the American Baptist Home Mission Society he said: "Will you once more send us a man for Oregon City University? I write officially." His death resulted from pneumonia contracted while visiting the schools of Wasco County. This was counted an untimely end for a man of his vigor though he was nearing his seventy-fifth birthday.

The correspondence here reproduced was considered of sufficient importance to history for large portions if it to appear in the Quarterly of the Oregon Historical Society.

Proceedings of the Ninth Annual Conference of the Pacific Northwest Library Association (Tacoma: ELENA A. CLANCEY, Treasurer, care of Tacoma Public Library. 1919. Pp. 52. 75 cents.)

This volume contains the Proceedings of the Conference held in Seattle in September, 1918. It includes a selection from the papers presented at the Meeting, but the larger part of the volume is given over to the Minutes of the Conference and to reports of Committees. It is arranged in a serviceable and intelligible manner forming on the whole a model for institutional proceedings of its kind. An index covers the publications of the first ten years of the Association's existence.

The Seattle Conference was held a few months before the signing of the Armistice and reflects the active part taken by librarians to help in winning the War. The Pacific Northwest Library Association is to be congratulated upon its fine record and the care it has taken to safeguard the history of its contribution to the educational development of the Northwest. Such volumes have great historical value since the history of a democracy is largely the history of its institutions.

Transactions of the Forty-fourth Annual Reunion of the Oregon Pioneer Association. (Portland: GEORGE H. HIMES, Secretary. 1919. Pp. 273-350.)

This pamphlet is three years late in its appearance. It is the record of the reunion held in Portland on June 22, 1916. The crowd in attendance numbered eight hundred. The tireless secretary collected the usual amount of valuable historical data. He

says: "But one man registered an arrival in the '30s. He was Cyrus Hamlin Walker, of Albany. He was born December 7, 1838. Scores of others were older than Mr. Walker, but none beat him into the State. Mr. Walker proudly proclaims the fact that he is the oldest living white man born west of the Rocky Mountains."

The annual address was given by William M. Colvig, a pioneer of 1851.

The pamphlet also contains the proceedings of the thirty-first grand encampment of the Indian War Veterans of the North Pacific Coast and other matters of historic interest.

Linguistic Families of California. By ROLAND B. DIXON and A. L. KROEBER. (Berkeley: University of California Press. 1919. Pp. 47-118. 75 cents.)

This is Number 3 of Volume 16 of the University of California's Publications in American Archaeology and Ethnology. It reflects the care and attention to technical details given to all the numbers in this series. There is included a map of "Families of Native Languages in California."

Thirty-third Annual Report of the Bureau of American Ethnology. By F. W. HODGE, Ethnologist-in-charge. (Washington: Government Printing Office. 1919. Pp. 677.)

Handbook of Aboriginal American Antiquities. By W. H. HOLMES. (Washington: Government Printing Office. 1919. Pp. 380.)

Prehistoric Villages, Castles, and Towers of Southwestern Colorado. By J. WALTER FEWKES. (Washington: Government Printing Office. 1919. Pp. 79.)

All publications by the Bureau of American Ethnology are welcome additions to the historical literature of America. The publication of these three has evidently been delayed by congestion in the Government Printing Office caused by the recent war. The annual report is for the year 1911-1912. In addition to the report of the Bureau, the volume includes four accompanying papers as follows: "Uses of plants by the Indians of the Missouri River Region," by Melvin Randolph Gilmore; "Preliminary Account of the Antiquities of the Region between the Mancos and La Plata Rivers in Southwestern Colorado," by Earl H. Morris; "Designs on Prehistoric Hopi Pottery," by Jesse Walter Fewkes; "The Hawaiian Romance of Laieikawai," by Martha Warren Beckwith, with an ap-

pendix of Hawaiian stories collected by Fomander and edited by Thomas G. Thrum of the Bishop Museum, Honolulu. Each of the papers is accompanied by beautiful illustrations.

The book on Aboriginal American Antiquities is Bulletin 60. It is one of the planned series of handbooks like those on American Indians (Bulletin 30) and American Indian Languages (Bulletin 40). The second volume, or Part II., of this present bulletin will be devoted to "implements, utensils, and other minor artifacts of stone." The present volume deals with the systematic presentation and classification of the American antiquities, "to make them readily available to the student who shall undertake to present a comprehensive view of the evolution of culture among men." In the chapter on "Culture Characterization Areas" there are four areas of especial interest to the Pacific Coast—"The California Area," "The Columbia-Fraser Area," "The Northwest Coast Area," "The Arctic Coast Area." In this classification the Northwest Coast is given as from Puget Sound to Mount St. Elias.

The third item is a fascinating little book (Bulletin 70) devoted to prehistoric conditions in what is now a part of Colorado. Mr. Fewkes shows the spirit of his work in the following sentence from his introduction: "No achievements in American anthropology are more striking than those that, from a study of human buildings and artifacts antedating the historic period, reveal the existence of an advanced prehistoric culture of man in America." The slender volume is illustrated with 18 drawings in the text and with 33 plates at the end of the book. Many of the plates contain three half-tones. All are well printed and add much to the value of the text.

The Audiencia in the Spanish Colonies. By CHARLES HENRY CUNNINGHAM, Ph. D. (Berkeley: University of California Press. 1919. Pp. 478.)

The title-page includes the phrase: "As Illustrated by the Audiencia of Manila (1583-1800)." Dr. Cunningham explains in his preface that this came from the circumstance of his having been situated in Manila for a number of years. As the Audiencia was common to all Spanish colonies, this study, he believes, will be equally applicable to the audiencias in Spanish-America.

The work has no contact with, or reference to, the Pacific Northwest but, as an additional monument to the cooperation of the wealth and scholorship of California in the field of history, it gives another opportunity of calling attention to one phase of that

cooperation. The author in acknowledging help from many sources says: "To Professor H. Morse Stephens of the University of California and to the generous order of the Native Sons of the Golden West I am indebted for the rare opportunity of two years of foreign residence and research in the various archives of Spain."

Proceedings of the Thirty-first Annual Session of the Washington State Grange. (Tumwater: FRED W. LEWIS, Secretary. 1919. Pp. 168.)

The annual session was held at Port Angeles, on June 3-6, 1919. Besides the proceedings the book contains lists of granges and their officers. One fine expression of purpose is found in the annual address of the Master of the Washington State Grange, William Bouck: "Let us not forget that above all money, or profit or loss, we are for the development of men and women first, last and all the time."

Review of Historical Publications Relating to Canada. Edited by GEORGE M. WRONG, H. H. LANGTON and W. STEWART WALLACE. (Toronto: University of Toronto Press. 1919. Pp. XIII and 203.)

This periodical volume in the University of Toronto Studies is of immense value and importance to all who are interested in the history of Canada. The Dominion and the United States are such close and cordial neighbors that there is much overlapping in the historical literature. This gives the book a distinct value on this side of "the longest undefended boundary on Earth."

Readers in the Pacific Northwest will find proof of this friendly overlapping of interest by turning to pages 115 to 136. There will be found careful and scholarly reviews of literature, produced in the years 1917-1918, relating to the Province of British Columbia. A number of Canadian and American volumes are noted. Nine articles in the Washington Historical Quarterly receive attention as do five of the important overlapping articles in the neighboring Quarterly of the Oregon Historical Society. The criticism and appreciation expressed are eminently fair and cordial. British Columbia was part of the Oregon Country in the old days of "joint occupancy" and it is now a delight to find in history a field for such friendly and effective international cooperation.

It is interesting to note that among those whose work is men-

tioned are six of the contributing editors of the Washington Historical Quarterly as follows: Mr. Clarence B. Bagley, of Seattle; Mr. T. C. Elliott, of Walla Walla; Professor Frank A. Golder, of Pullman; Judge F. W. Howay, of New Westminster and Mr. O. B. Sperlin, of Tacoma.

OTHER BOOKS RECEIVED

BRIGGS, JOHN ELY. *William Peters Hepburn.* In Iowa Biographical Series, edited by Benjamin F. Shambaugh. (Iowa City: The State Historical Society of Iowa. 1919. Pp. 469.)

BUFFALO HISTORICAL SOCIETY. *Publications.* Volume XXII. (Buffalo: The Society. 1918. Pp. 437. $4.00.)

CONNECTICUT HISTORICAL SOCIETY. *Collections.* Volume XVII. (Hartford: The Society. 1918. Pp. 402.)

HOLT, LUCIUS HUDSON and CHILTON, ALEXANDER WHEELER. *A Brief History of Europe from* 1789 *to* 1815. (New York: The Macmillan Company. 1919. Pp. 358. $2.75.)

ILLINOIS STATE HISTORICAL SOCIETY. *Transactions.* Volume XXIV. (Springfield: The Society. 1919. Pp. 216.)

INDIANA HISTORICAL COMMISSION. *The Indiana Centennial,* 1916. (Indianapolis: The Commission. 1919. Pp. 441.)

KANSAS STATE HISTORICAL SOCIETY. *Twenty-first Biennial Report,* 1917-1919. (Topeka: State Printer. 1919. Pp. 71.)

MASSACHUSETTS HISTORICAL SOCIETY. *Proceedings,* October, 1918-June, 1919, Volume LII. (Boston: The Society. 1919. Pp. 356.)

PUGET SOUND CONFERENCE OF THE METHODIST EPISCOPAL CHURCH. *Journal and Yearbook.* 1919. (Sequim, R. C. Hartley, Secretary. 1919. Pp. 293-377.)

WASHINGTON STATE BANKERS ASSOCIATION. *Proceedings of the Twenty-fourth Annual Convention,* 1919. (Ritzville. W. H. Martin, Secretary. 1919. Pp. 158.)

WILNER, MERTON M. *Popular History of the War.* (Buffalo: Buffalo Historical Society. 1919. Pp. 36.)

NEWS DEPARTMENT

Journal of Indian Treaty Days.

The University of Washington Library has been enriched by the gift from William S. Lewis, Corresponding Secretary of the Eastern Washington State Historical Society, of a substantially bound typewritten copy of the original journal kept by James Doty who was secretary of the Indian treaty-making commission organized by Governor Isaac I. Stevens. He received that appointment on December 7, 1854, and entered upon the duties with enthusiasm.

Young Doty inherited a love for such work. His father, James Duane Doty, was an early settler of Michigan and in 1820 went with a party under General Lewis Cass, traveling 4000 miles in canoes, exploring the upper lakes and making treaties with the Indian tribes of that region. He was a judge in Northern Michigan and in 1830 was one of a commission to lay out a military road from Green Bay through Chicago to Prairie du Chien. As a member of the Michigan Legislature in 1834 he introduced a bill which led to the division of Michigan and the creation of Wisconsin and Iowa Territories. He was one of the founders of Madison and secured its adoption as the capital of Wisconsin. He served the Territory as Delegate in Congress, 1837-1841, as Governor, 1841-1844, and as a member of the constitutional convention. He served two terms as Congressman from the new State, 1849-1853. As that service was ending his son James received appointment as a member of the exploring party under Governor Isaac I. Stevens. Later President Lincoln appointed the father, James Duane Doty, Governor of Utah Territory in 1864.

James Doty was listed in the party of Governor Stevens for "astronomical and magnetic observations." As the party progressed westward he was left for the winter at Fort Benton to prepare the way for a proposed treaty with the Blackfoot Indians. Governor Stevens says: "Mr. Doty, who had won very much upon me by his intelligence, his fidelity, his promptitude, and energy of character, parted with me with feelings of hope and pride at the idea that now a field was opening to him where he could be useful to his country, and make a reputation for himself." General Hazard Stevens in his "Life" of his father speaks of those winter explorations as "remarkable and valuable."

The first Indian treaty concluded by Governor Stevens was with the Nisqually and other bands and was dated December 26,

1854. Among the witness signatures is that of James Doty, "Secretary of the Commission." In that same winter he was sent to Eastern Washington with Indian Agents Bolon and Lansdale to prepare the tribes there for assembling in treaty councils. The greatest value of the present journal is its record of that mission.

When Governor Stevens learned of the plot by Pio-pio-mox-mox at the Walla Walla council to kill the white people, he confided the danger to only two of his party. These were the Secretary, James Doty, and the Packmaster, C. P. Higgins, who later was the founder of Missoula, Mont. Doty bore this and all other responsibilities bravely. Later, at the Blackfoot council he rode night and day far into Canada to recover stolen horses and thus to impress upon the Indians the serious purpose of the treaty commission.

As the rumbles of the Indian war began, Governor Stevens appointed Doty a Lieutenant Colonel. He remained close to Governor Stevens until the latter was nominated for Delegate in Congress in 1857 and went out on the campaign, On his return he was saddened with the news that James Doty had died and was buried on Bush Prairie besides his friend George W. Stevens. The Governor declared: "I have never been connected with a more intelligent and upright man."

This journal of 108 pages begins with the date of January 20, 1855, and ends with May 24, 1856. The records supplement the accounts of the Indian treaties and the transactions just before the outbreak of the Indian war. It is especially welcome in the University of Washington Library already rich in materials pertaining to the life and work of Washington's first Territorial Governor, Isaac Ingalls Stevens.

Oregon Historical Society

The twenty-first annual meeting of the Oregon Historical Society was held in Portland on October 25, 1919. The annual address was given by Dr. Henry L. Bates on "The History of Pacific University."

The Pioneer

A rugged and forceful statue by the noted sculptor, A. Phimister Proctor, was unveiled on the campus of the University of Oregon, at Eugene, on May 22, 1919. A record of the ceremonies appears in the *Quarterly of the Oregon Historical Society* for Sep-

tember, 1919. The donor of the statue, Joseph N. Teal, made a brief address giving his reasons for the desire to honor the pioneers and to place the enduring bronze embodiment of that honor in the keeping of the University of Oregon. The principal address of the occasion was delivered by Frederick V. Holman, President of the Oregon Historical Association and of the Sons and Daughters of Oregon Pioneers.

The statue has a background of fir trees and stands on an uncut field boulder. The figure is that of a bearded, forward-looking man, clad in buckskin with a rifle slung from his shoulder. It is an idealized figure of a conqueror of the wilderness. Mr. Proctor, the sculptor, is represented by his work in many eastern cities and received gold medals for exhibits in a number of international expositions.

Cleveland Letters Wanted

Mrs. Thomas J. Preston, Jr., formerly Mrs. Grover Cleveland, has entrusted to Professor Robert M. McElroy, of Princeton, the task of preparing the authorized *Life and Letters of President Cleveland.* Harper and Brothers, New York, are to be the publishers. They ask that any persons having letters or papers by President Cleveland be requested to loan them to Professor McElroy for this work. Many political friends and associates have already done this and the papers in the Library of Congress and in Mrs. Preston's collection have also been made available. This additional request is made with urgent emphasis as President Cleveland wrote most of his letters in long hand and kept no copies.

More McElroy Manuscripts

This *Quarterly* for July, 1919, (pages 235-236) announced the receipt of a number of historically important manuscripts from Harry B. McElroy of Olympia. Since then he has sent a dozen more manuscripts which, like the others, are to be placed in the Library of the University of Washington. This latest gift consists of the following:

A leter, dated at Walla Walla on January 13, 1862, from H. H. Spalding to B. F. Kendall, Superintendent of Indian Affairs for Washington Territory, presents in four pages an urgent plea to be appointed teacher of the Nez Perce Indians. The letter was accompanied by a petition in the following language: "The under-

signed respectfully recommended Rev. H. H. Spalding for the office of teacher of the Nez Perce Indians. Mr. Spalding and his wife came to Oregon in company with the late Dr. Whitman and wife in 1836. He was stationed among the Nez Perces as Missionary. He and his wife taught them the use of letters; reduced their language to writing; taught some of them to read and write; translated a part of the Bible and printed it in their language and also a small hymn book, and continued to labor among them until Nov. 1847, when Dr. Whitman and family were murdered by the Cayuse Indians, compelling others to flee. Mr. Spalding introduced some of the arts among the Nez Perces. Men learned to till the ground and raise and secure crops, take care of stock and assist in attending both a saw and a grist mill. He organized a small church which still exists under the care of an Indian preacher named Timothy, who often preaches to them. But that church needs Mr. Spalding's presence and care. The Indians have often asked him to come back. He is now on the Touchet River, ready and willing to return to his old station if he can be supported. We believe that his early location among them, in that capacity, would tend to preserve their friendship for the Americans and thus preserve peace."

Among the thirty-three signatures to this interesting petition, the following can easily be deciphered: G. H. Atkinson, A. G. Henry, W. T. Adams, J. O. Rayner, W. C. Johnson, James Pearson, William C. Dement, A. L. Lovejoy, J. S. Griffin, W. Straight, D. D. Tompkins, William Whitlock. D. W. Craig, Cris Taylor, L. F. Carter, R. Gammill, M. Barn, John G. Toner, James K. Kelly, Thomas F. Scott, A. Halland, I. Myrick, P. B. Chamberlain, J. Fleming, J. M. Bacon, F. Charman.

The petition is endorsed "Old Spaulding, Jany. 13, 1862." The word "old" may denote a lack of appreciation of the missionary's request. At any rate, it seems not to have been granted. Mr. Spalding's daughter, Mrs. Eliza Spalding Warren, published a little book called "Memoirs of the West" in 1916. On page 11 she says of her father: "In 1871 he went back to resume the work so abruptly terminated by the Whitman massacre." His tombstone near the old mission records his death on August 3, 1874. The letter and petition add another note of pathos to the missionary history of the Oregon country.

A letter from Dr. W. Fraser Tolmie in Victoria to B. F. Kendall under date of August 14, 1862, speaks of Mr. Kendall's friend Rev. Starr King, the famous California preacher. He gave an address—"Shadow and Substance"—in Victoria and Dr. Tolmie said:

"I wish Victoria were large enough for us to have such a clergyman as Mr. King here."

A copy, certified as correct by B. F. Kendall, of a letter from Secretary of State William H. Seward to William Huntington, United States Marshal for Washington Territory, dated July 15, 1862, approves the prevention of the attempt to sell lands of the Puget Sound Agricultural Company (British) for taxes "until the subject can formally be adjusted by treaty, which it is hoped may soon be accomplished."

The manuscript copy of an address by B. F. Kendall on "The Prospect of Freedom in Europe" is dated September, 1852, and opens as follows: "For the past three years the affairs of Europe have been of more general interest to mankind than at any previous period of the world history."

On gilt-edged paper C. C. Leeds writes a gossipy letter from Washington City to his friend B. F. Kendall in Washington Territory under the date of June 18, 1854.

In a beautifully written letter, James G. Swan, at Neah Bay in 1861, asked for a position in the Indian service that he might continue among the tribes he had been studying for ten years.

When B. F. Kendall was absent from office, his clerk, W. G. Dunlap, wrote him a letter of little importance except for the mentioning of a few pioneers in 1861.

Alexander S. Abernethy wrote a letter asking the appointment of his son as an Indian teacher in 1861. Three weeks later he wrote another withdrawing the request. Mr. Kendall saved copies of his carefully prepared answers. There were evidently religious quarrels over appointments and removals in the Indian service in 1861.

A Nebraska Centennial

This *Quarterly* was invited to be represented at a celebration by the Nebraska State Historical Society acting in conjunction with patriotic, military and civic organizations of Nebraska and of the United States. The occasion was the centennial anniversaries of the landing of the first military forces of the United States in the upper Missouri region in September and October, 1819, and the establishment of Fort Atkinson, which for the period 1819-1827 was the farthest west military post in the United States. The date of the celebration was Saturday, October 11, 1919.

Living Pioneers of Washington

In the issue of this *Quarterly* for July, 1919, there was published a list of the biographies of pioneers of the State of Washington which had appeared in the *Seattle Post-Intelligencer* up to June 21, 1919. The list is here continued up to January 1, 1920. The dates are those of the *Post-Intelligencer* in which the biographies appeared, in each case on the editorial page.

July 1, Donald Mac Innes, Dungeness.
July 2, Mrs. Louisa A. Conner, Seattle.
July 3, Hugh Eldridge, Bellingham.
July 4, Capt. George M. Coupe, Seattle.
July 5, James H. Woolery, Seattle.
July 7, Mrs. Bennett W. Johns, Olympia.
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Contents

VICTOR J. FARRAR.....The Reopening of the Russian-American Convention of 1824.. 83
WILLIAM SYLVESTER HOLT, D. D..Beginning of Mission Work in Alaska by the Presbyterian Church 89
ANNE MERRILL.....Captain Vancouver's Grave..... 94
T. C. ELLIOTT.....David Thompson's Journeys in Idaho 97
WILLIAM S. LEWIS and JACOB A. MEYERS.....John Work's Journal of a Trip from Fort Colville to Fort Vancouver and Return in 1828.. 104
EDMOND S. MEANY.....Origin of Washington Geographic Names..... 115
DOCUMENTS—The Nisqually Journal, Edited by Victor J. Farrar..... 136
BOOK REVIEWS 150
NEWS DEPARTMENT 155

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THE REOPENING OF THE RUSSIAN-AMERICAN CONVENTION OF 1824

In 1821 the Russian government, in an imperial ukase, gave notice to the British and American powers that it asserted claim to all country on the Pacific coast of North America north of 51°, and made the oceanic waters within 100 Italian miles to which that claim applied a closed sea.[1] This ukase had been made, not as may have supposed, to further Russia's political ambitions, but as a concession to the Russian American Company, which, in fact, was the declared reason for Russia's being in these parts at all.[2] Be that as it may, it quickly brought that nation into direct collision with the pretentions of Great Britain and the United States whose representatives immediately protested.

Speaking for the United States, the secretary of state, Mr. Adams, requested the grounds which could warrant the claims and regulations of the ukase. He stated that his nation expected that any definition of boundaries between the two nations would have been arranged by treaty which had not been the case; and that the closed sea provision deeply affected the rights of the citizens of the United States.

All this was done through Pierre de Poletica, envoy extraordinary and minister plenipotentiary from Russia. De Poletica replied that the Russian claims were based upon discoveries; that they really extended much further to the southward; but as the American settlement was below 46°, and the Russian Novo Archangelsk below 57°, the parallel of 51° appeared a reasonable mean.

1 The official correspondence leading up to and including the treaty of 1824 is contained in the following: *House Ex. Doc.*, 17th Cong., 1 S., doc. 112 serial number 68: *Sen Ex. Doc.*, 41st Cong., 3 S., *House Ex. Doc.*, 18th Cong. 28, doc. 36, serial number 1441; doc. 58, serial number 115; *House Ex. Doc.*, 18th Cong., 1 S., doc. 2, serial number 89; *Sen. Ex. Doc.*, 15th Cong., 2 S., serial number 108; *American State Papers*, Foreign Relations, iv. pp. 851-864.

2 The relation between the Russian government and the Russian American Company is convincingly set forth in Bancroft, *History of Alaska*.

The Washington Historical Quarterly

As to the closed sea that had been made necessary by the outrageous conduct of American adventurers.

The Russian American Company had hoped that their country would secure from the powers holding in joint-occupancy not only quit claims but the right to a closed sea as well—the latter really more important than several degrees of latitude—but in the face of vehement protestations, they saw their monopoly seriously compromised when their govermnment agreed to ten-year commercial clauses in the two conventions of 1824 and 1825. But although they were unable to force their government they did all they could, namely, abide the time when the ten-year clauses would automatically expire and the closed sea interdict again be put into force.

It is the expiring of the ten-year clause with special reference to the American side and contention with which this paper is concerned.[3]

On the 17th of April, 1834, the ten years were up, and on that precise date two American captains, Snow and Allen, were in the Russian port of Novo Archangelsk, and to the Russians announced their intention to visit the nearby coast for purposes of trade as before on the plea that they had had no official notice from the United States that the article containing the ten-year clause was to expire. The governor, Baron Wrangel, protested and handed them a circular containing information to the effect that Americans had no longer the right of landing within the Russian possessions as set forth in Article 4; while the Russian envoy, Baron de Krudener, notified the United States officially that the article in question had expired, and that his government would like such steps taken as would tend to prevent further infractions.

The president, Mr. Van Buren, thought the former commercial relations of the two countries should not be interrupted and proposed an article looking forward to indefinite renewal; but as the envoy had no authority touching that point, the matter was carried to St. Petersburg. According to instructions, Mr. Wilkins, on December 7, 1837, made overture to Count Nesslerode, vice-chancellor of the empire and submitted a tentative treaty, following, as a precedent, the articles of the convention with England on the 6th of August, 1827, being the renewal of the convention of joint-occupancy:

"In the name of the most Holy and Indivisible Trinity. The United States of America and his Imperial Majesty the Emperor

3 The official correspondence in regard to the reopening of the convention of 1824 is contained in *House Ex. Doc.*, 25th Cong., 3d S., doc. 1, serial number 338; repeated in *Sen. Doc.*, serial number 344.

of all the Russias, being equally desirous to prevent, as far as possible, all hazard of any misunderstanding in the intercourse between their respective citizens and subjects, upon the northwest coast of America, and also with a view to renew the amicable and mutually beneficial privileges received by the fourth article of the treaty of the 5th (17th) of April, 1824, whilst it was in force, have, for these purposes respectively named their plenipotentiaries, to wit: the President of the United States of America——, and his Majesty the Emperor of all the Russias——, who, after having communicated to each other their respective full powers, found in good and due form, have agreed upon and concluded the following article:

"Art. 1. The provisions of the fourth article of the convention, concluded between the United States of America and his Imperial Majesty the Emperor of all the Russias, on the 5th (17th) of April, 1824, shall be, and they are hereby, renewed and indefinitely extended and continued in force, in the same manner as if all the provisions of the said article were herein specifically recited.

"Art. 2 It shall be competent, however, to either of the high contracting parties, in case either should see fit, at any time after the 1st day of January, 1837, on giving due notice of twelve months to the other party, to annul and abrogate this convention, and it shall, in such case, be accordingly entirely annulled and abrogated, after the expiration of the said terms of notice.

"Art. 3. Nothing herein contained shall be construed to impair, or, in any manner affect, further than is expressly declared above, any of the provisions or stipulations contained in the aforesaid convention of the 5th (17th) of April, 1824.

"Art. 4. The present convention shall be ratified by the President of the United States, by and with the advice and consent of the Senate of the said States, and by his Imperial Majesty the Emperor of all the Russias, and the ratifications shall be exchanged at the city of Washington within six months after the date hereof, or sooner, if possible.

"In faith whereof we, the respective plenipotentiaries have signed the same, and have thereto affixed the seals of our arms.

"Done at the city of St. Petersburg, the ------ in the year of our Lord one thousand and eight hundred and thirty-five."

Count Nesslerode hesitated. He alleged that in as much as the Russian American Company had embarked their capital upon a monopoly from the Emperor it was impossible to disregard their wishes; in fact, it was "almost the only object worthy of notice in

their occupation of the northwest coast of America"; that he must postpone a decisive answer until the arrival, next season, of Governor Wrangel, who would "disclose all information necessary to a correct understanding of the subject, and of the interests of Russia as well as of the Fur Company."

In a letter to the secretary of state Mr. Wilkins dwelt at great length upon this interview and remarked: "During our conference, I did not feel myself authorized to call the attention of the Imperial Minister to what might, or probably would be, the construction by the Government of the United States, upon the treaty with the fourth article extinct; nor what rule of the law of nations would be considered as applicable to the case, and controlling the trade upon a wild and extensive coast, of a great and open ocean, and still, with the exception of a few posts, at a vast distance from each other, in the rightful occupancy of the natives, and to which I believe, the sovereignty of Russia has not yet, in any treaty or convention, been admitted."

In the meantime the matter took a more serious turn owing to the "Blinn Affair." On August 22, 1836, the American brig Loriot, Richard D. Blinn, master, sailed from Hawaii bound for the northwest coast of America to procure provisions and Indians for hunting the sea-otter. On September 14th she made land at what the Russians called Forrester's Island and anchored in the harbor of Tuckessan, which place was distinguished by no settlement, in latitude 54° 55′ north, and longitude 132° 30′ west, but before a landing could be effected, was forcibly obliged to depart and to return to the original place of sailing, occasioning much alleged loss to her owner. Captain Blinn appealed to the American consul in Hawaii, and in virtue of the stipulations of the convention of 1824, and especially of Article 1, preferred complaints against the conduct of the Russians toward him; and asked indemnification for the losses sustained in consequence, by the proprietors.

During this same summer (1836) the officers of the fur-company arrived in St. Petersburg, and the American diplomats discussed critically their move if the renewal stipulations took a doubtful turn. An answer might in all fitness have been rendered late in that year, but none was forthcoming; nor during the following year. Not until February 23, 1838, did Nesslerode write:

"It is true, indeed, that the 1st article of the convention of 1824, to which the proprietors of the Loriot appeal, secures to the citizens of the United States entire liberty of navigation in the Pa-

cific ocean, as well as the right of landing without disturbance, upon all points on the northwest coast of America, not already occupied, and to trade with the natives. But this liberty of navigation is subject to certain conditions and restrictions, and one of these restrictions is that stipulated by the 4th article, which has specially limited to the period of ten years the right on the part of the citizens of the United States to frequent, without disturbance, the interior seas, the gulfs, harbors, and creeks, north of the latitude of 54 degrees 40 minutes. Now the period had expired more than two years before the Loriot anchored in the harbor of Tukessan.

"By examining the stipulation of that convention, with the spirit of equity which marks the character of Mr. Dallas, he will be convinced that the Imperial Government cannot acknowledge the justice of the complaints of Mr. Blinn."

Mr. Dallas, well fortified, quickly replied in a letter dated March 17, 1838:

"The undersigned submits that in no sense can the fourth article be understood as implying an acknowledgement, on the part of the United States of the right of Russia to the possession of the coast above the latitude of 54° 40′ north. It must, of course, be taken in connection with the other articles, and they have, in fact, no reference whatever to the question of the right of possession of the unoccupied parts. To prevent future collision it was agreed that no new establishment should be formed by the respective parties to the north or south of the parallel mentioned; but the question of the right of possession beyond the existing establishments, as it stood previous to, or at the time of, the convention, was left untouched.

"By agreeing not to form new establishments north of latitude 54° 40′ the United States made no acknowledgement of the right of Russia to the territory above that line. If such an admission had been made Russia, by the same construction of the article referred to, must have equally acknowledged the right of the United States to the territory south of the parallel. But that Russia did not so understand the article is conclusively proved by her having entered into a similar agreement in her subsequent treaty of 1825, with Great Britain, and having, in that instrument, acknowledged the right of possession of the same territory by Great Britain. The United States can only be considered inferentially as having acknowledged the right of Russia to acquire, above the designated meridian, by actual occupation, a just claim to unoccupied lands. Until that actual occupation be taken, the first article of the con-

vention recognizes the American right to navigate, fish, and trade, as prior to its negotiation."

Another set of notes was exchanged and the matter was dropped although the incident cannot be considered as closed. Nesslerode remained firm in his contention as set forth in his note of the 23d of February, 1838, and what views the state authorities held at the time the matter was dropped is not clear.

In the meantime the British reopening of their convention of 1825 was successfully adjudicated when the Hudson's Bay Company secured a leasehold of a strip of territory they especially coveted.

Three points stand out clearly in the correspondence on the reopening of the convention of 1824:

(1) A most remarkable construction of the treaty in question.

(2) A knowledge that the state department held definite views of policy with regard to the Pacific Coast even at this early date; a policy quite in keeping with its Oregon diplomacy.

(3) The fact that the Russians attached no political importance whatsoever to the American possessions; that the fur-trade was their only interest there and the Russian American Company the key to the situation. During the fifties and sixties several movements looking forward to American exploitation of the country in question got under way, and these, together with the efforts of the company itself to unload brought about the ultimate purchase.

VICTOR J. FARRAR.

BEGINNING OF MISSION WORK IN ALASKA BY THE PRESBYTERIAN CHURCH

It is for the interest of true history that our Church should be clear as to the beginning of any of its Mission enterprises. Promoters of Missions pass away. Early workers complete their labor. Private correspondence from which much information could be gained is destroyed. Erroneous statements arise, and by and by are taken for the truth. Then when some one wishes to write history, unwittingly the work of some devoted laborer and friend is overlooked and a part of the truth is lost. We are near the sources of information about Alaska now. There are men and women living who know when our Church began its work for Alaska and how. My own interest in the Mission work of our Church wherever carried, has caused friends to place at my disposal missionary correspondence of one of our most honored ministers on this Coast. I have taken great pleasure in tracing this man's interest in Alaska through many years. The Presbyterian Church is indebted to the late Rev. A. L. Lindsley, D. D., pastor of the First Presbyterian Church, Portland, Oregon, for eighteen years, for opening mission work in Alaska.

Dr. Lindsley became pastor of the First Church, Portland, Oregon, in 1868. Secretary Seward visited Alaska in 1869, after the purchase. When he returned Dr. Lindsley was in Victoria, B. C. He had an interview with Mr. Seward in which he sought and obtained such information as a man of Mr. Seward's knowledge and judgment could give concerning the general condition of the natives of Alaska. Already the mind of the minister saw in Alaska a field for evangelistic effort. From this time until he was taken from earthly scenes his interest in that country continued, and he left no means untried to introduce the Gospel to that part of our land. His hands were full in his own field. He was alert to the growing needs of the white people on the coast. But he could always take time to consult the needs of the Indians of Oregon, Washington, Idaho and Alaska. His letters to the Boards of Home and Foreign Missions and to individuals are full of thought and care for the aborigines who learned to know that he was their true friend. As concerns Alaska, Dr. Lindsley used every opportunity to complete his own knowledge of the country and people, corresponding with or visiting those who had been in the country whether as

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Government officials or travelers, and hoping for the day when work should be begun.

In 1875, General O. O. Howard came to Portland from Alaska, all on fire with zeal for Mission work. In a personal interview with General Howard on March 4th of 1895, he said, "I suppose I talked with Dr. Lindsley twenty times in 1875 about opening Missions in Alaska. I lived across the street from him and Alaska was a frequent subject for conversation."

As a result of General Howard's interest, Rev. E. P. Hammond and wife, who were on this coast as evangelists, made a visit to Fort Wrangel and Sitka in 1875. Mr. Hammond was undoubtedly the first American minister to visit Alaska in the interest of Mission work. He himself says they had two objects in view. 1—To preach the Gospel for a short time. 2.—To get acquainted with the natives and urge their need of Missionaries.

Dr. Lindsley naturally in his missionary correspondence with the Home and Foreign Boards urged repeatedly the claims of the Alaskans. At the same time, determined that something should be done, he began to look for a man to go to the field. The Wesleyans were at work at Fort Simpson in British Columbia and were meeting with success. Why should not equal success follow efforts made among our own Indians? A memorial to the General Assembly prepared by Dr. Lindsley and authorized by the Synod in 1876, was sent forward to the Commissioner. But it was never presented.

In May of 1877, Mr. J. C. Mallory, a member of the First Presbyterian Church of Portland was sent up to Alaska by Dr. Lindsley. The object of the trip was to visit Fort Wrangel and Sitka with a view to Missionary effort. Mr. Mallory found at Fort Wrangel a Christian Indian, who had been trained by the Wesleyans. He employed him to carry on a school. The rent of school room and salary of the teacher were assumed in Dr. Lindsley's name.

In a letter to the Home Board, bearing date of July 27, 1877, Dr. Lindsley rehearsed the fact of Mr. Mallory's visit, his hearty reception by whites and Indians, the employment of the Christian Indian to teach, the projection of a Church building, the promise of money from natives toward a building fund, the great need of books, the appointment of Mr. Mallory to an Indian agency in another part of the country, which his health compelled him to accept, the urgent need for a successor, without delay, and the formal application for the appointment of the Indian teacher, Philip

Simpsian (or Mackay, as he was commonly called), at a salary of $25 per month.

His correspondence at this time with brethren in this Synod, Rev. Dr. Geary and Rev. H. W. Stratton, are burdened with the Alaskan work and recount the steps above, as already taken.

A successor to Mr. J. C. Mallory was found here in Portland in the person of Mrs. McFarland, now so well and favorably known because of her successful work in the Alaskan field. She was a member of Dr. Lindsley's church. She was a minister's widow. She was glad to do missionary work. Dr. Lindsley wanted just such a laborer and promptly became responsible for the expense of her going and for her support. On the 30th of July, Dr. Lindsley addressed the Home Board informing the Secretary of the decision to employ Mrs. McFarland and asked for her an open commission. The letter closes with these words, "I have watched Alaska ever since we owned it and believe God is guiding."

In a letter to the late Rev. E. R. Geary, D. D., written Aug. 6, 1877, occurs this passage, "Mrs. McFarland is ready to take hold of the work. Already I have advanced her $200 of my own funds."

On the 18th of August, 1877, Dr. Lindsley wrote to Dr. Lowrie, Secretary of the Foreign Board, as follows: "The work in Alaska was begun in the belief that American Christians would sustain it. This grew out of encouragement given by myself and General Howard that we would do something for Alaska. Mr. Mallory took possession of what was thus found to his hand. He hired Philip Simpsian, the teacher, for three months. He made me responsible for all and I had no desire to go back on it. Nay, I accepted the charge as the will of God and we could not pause.

"It seems to me plainly the dictates of Providence that we should take charge of this Mission. It stands in my name as I have assumed its support. I apply to you and to the Board of Home Missions to take it off my hands."

A letter dated September 7, 1877, addressed to Drs. Kendall and Dickson says, "My conferences with Dr. Jackson and Mr. Mallory led me to invite Dr. Jackson to reconnoitre the Alaska ground, Mr. Mallory having decided to accept the agency of the Colorado Indians. This was done in my name. I have already advanced $190 and am responsible for a similar amount in addition, to Mrs. McFarland."

Dr. Lindsley's urgency for a missionary who could preach the Gospel was re-inforced by his missionary teacher, Mrs. McFarland. She writes from Fort Wrangel, September 13, 1877, "I am

very much interested in my school and am kept very busy. The people here are exceedingly anxious for a minister to come. I have had several chiefs and prominent men to see me and all ask 'how many moons till the white man preacher comes?'"

September 28, 1877, a letter was sent to Dr. Dickson of the Home Board, saying, "Several ministers have addressed me about the Alaska field. I pray the Lord send us a man for Wrangel. There is an 'abundant entrance.'" That Dr. Lindsley also continued his financial aid as well as spiritual interest is shown in a communication to Mrs. McFarland, dated October 8, 1877, forwarding her $100 and saying, "I shall feel hurt if you do not let me know what you want which I can supply. Thank God that you are in this work."

About this time there is evidence that the good Doctor's reiterated desire to have the Board assume the work in Alaska was soon to be realized. October 20, 1877, he writes Dr. Dickson acknowledging "$500 for Mrs. McFarland and Philip Mackay and will report thereon according to directions." He continues "both the Presbytery of Oregon and Synod of the Columbia very heartily endorse the action which I had taken concerning the Alaska mission." In the letter from Dr. Dickson above referred to are found these words, "We most cordially assume the Alaska work." This is what Dr. Lindsley had always hoped and urged. It was at once approval of what he had done and a guarantee of the continuance of the efforts of years. But some time elapsed before the Home Board came into control.

On November 9, 1877, he once more writes the Home Board, "The Alaska Mission looms up again. The people of Sitka are praying for schools and ministers. The U. S. Collector applies to me for teachers. He promises school room and house rent and pecuniary aid. There are 2500 Indians in and near Sitka and 250 whites and half breeds. No church or minister (except occasional services by a Russian priest) no school or teacher; little or nothing to distinguish the population from a heathen race. I am now writing to a well qualified Christian lady in the hope that she will go to Sitka to teach." From this time there is an extended correspondence with the Collector, with the lady above referred to, who is Mrs. S. Hall Young, nee Kellogg, and her friends, with Senators and Congressmen, and with the President of the United States,—in all seeking the welfare of the Indians, and the guarantee of protection to those who might enter upon the field.

In November he writes to the Home Board Secretary, "The

need of an ordained minister for Alaska is very great . . . . Poor Alaska stands pleading at the door of our church; God is offering the glory of her redemption to us. Is there no devoted and competent missionary to heed the call?"

December 1, 1877, replying to a letter from Mrs. McFarland he says, "You are yourself as teacher, an answer to many prayers. Do not be discouraged at the delay of missionary help. I sometimes feel impatient. It rebukes me to reflect that the cause is God's and that I had waited long before Mr. Mallory appeared, and you were released from all other engagements that you might undertake these self-denying labors."

Early in 1878 came the formal control of the Home Board over the Alaska field. Dr. Lindsley gladly yields up the charge and February 4th writes Mrs. McFarland, "Here is your commission and directions. Henceforth you will report to the Board." . . . . . In the same letter which bore Mrs. McFarland's commission to her went the cheering intelligence that "Rev. J. G. Brady has been appointed missionary to Alaska by our Board." Dr. Lindsley learned this from a telegram from New Fork, dated January 31st, announcing the commission of Mr. Brady and the appointment of Miss Fanny Kellogg as a teacher for Sitka.

Our sketch would hardly be complete without a momentary reference, in closing, to Dr. Lindsley's subsequent visit to Alaska commissioned by the Board of Home Missions and the Presbytery of Oregon to organize the first Protestant church in that territory. Drs. Kendall and Jackson, who were then making the Alaska tour, assisted at this service.

WILLIAM SYLVESTER HOLT.

CAPTAIN VANCOUVER'S GRAVE*

The soldier who "hails from British Columbia" and who recently sent back to his home town paper a report that the grave of Captain George Vancouver, the great explorer whose name has been rightly immortalised in Canada, was in a state of neglect, must have made a very superficial observation; for, instead of any evidence of lack of attention, I found on going out to Petersham recently, that his grave stood out clearly among a cluster of overgrown and indistinct mounds in the more ancient part of the burying ground which surrounds the very quaint little parish church of St. Peter's.

It was the Agent-General for British Columbia in London, Mr. F. C. Wade, K. C., who had drawn my attention to the soldier's letter, for he was considerably concerned about the charge, not only because of his feeling of responsibility to British Columbia, but from his inherent sense of literary values. Any neglect of the author of "Vancouver's Voyage" Mr. Wade was ready to denounce as vandalism.

He made, therefore, immediately a pilgrimage to the historic place and found, no occasion for the outburst, though suggesting that I should go out and see for myself. This I have just done. Granted, there were no huge granite or marble atrocities over the spot where Vancouver was buried, only a perfectly plain white headstone curved at the top and bearing the unpretentious legend which the greatness of the man could well afford, and entirely in keeping with the custom of the Royal Navy to which he belonged:

Captain George Vancouver
Died in the Year 1798
Aged 40

The remarkable thing, to my mind, was the fact that while most of the inscriptions on the near-by tombs were almost obliterated by time, the lettering on Vancouver's was quite perfect, indicating the very reverse of neglect, and that the original stone must have been replaced in more recent years by his admirers in Petersham, of whom there seem to have been many devoted ones.

Had the soldier taken the trouble to step inside the dear little red brick church, he would have seen prominently placed, beside

* From *United Empire, The Royal Colonial Institute Journal*, (Isaac Pitman & Sons, London, E. C.), vol. x, no. 11, Nov. 1919.

one of a belted earl, a beautiful white memorial tablet, upon which, in black lettering, he might have read:

In the Cemetary Adjoining the Church
Were Interred in the Year 1798
The Mortal Remains of
Captain George Vancouver, R. N.
Whose Valuable and Enterprising Voyage
of Discovery to the North Pacific Ocean
and Round the World, During Five years
of Laborious Survey, added Greatly to
the Geographical Knowledge of His
Countrymen.
To the Memory of that Celebrated Navigator
This Monumental Tablet is Erected
By the Hudson's Bay Company
March, 1841

Nor was the interior tablet the only testimony to the unfailing way in which Vancouver's memory has been revered in that part of the world where lie his bones. Outside the church, and facing the road along which many people pass to and from Twickenham Ferry, where the Thames crossing has been made in a tiny boat, in the idyllic fashion, for centuries, was a notice board on which was printed, in old-fashioned type, and surmounted by a woodcut of the church, the following interesting particulars of the history of St. Peter's:

> The church dates from before the Norman Conquest, being mentioned in Doomsday Book. The present structure (originally a Cell of the Abbey of Chertsey) dates from the 15th Century. It was enlarged in 1790 and again in 1840, and is a remarkable example of the Georgian period, and a great archaeological curiosity. It contains several interesting monuments and is celebrated as the burial-place of Captain George Vancouver, the Discoverer of British Columbia and Vancouver's Island, now the headquarters of the Canadian Pacific Trade. The Churchyard is renowned for its natural beauty and contains the remains of many literary, scientific, and social celebrities.

Vancouver's grave was beside a brick wall, the wall overgrown with ivy, and near the head of the grave was a small hemlock tree whose boughs drooped so that their dark green lace, when the sun was low, just touched with a fleck of shadow the white marble headstone. Outside the wall was a large plane-tree, whose leaves are so like the Canadian maple, while velvety trees sheltered his grave from east winds, and a weeping willow crouched in its shadow

one of a belted earl, a beautiful white memorial tablet, upon which, in black lettering, he might have read:

In the Cemetary Adjoining the Church
Were Interred in the Year 1795
The Mortal Remains of
Captain George Vancouver, R. N.,
Whose Valuable and Enterprising Voyage
of Discovery to the North Pacific Ocean
and Round the World, During Five years
of Laborious Survey, added Greatly to
the Geographical Knowledge of His
Countrymen.
To the Memory of that Celebrated Navigator
This Monumental Tablet is Erected
By the Hudson's Bay Company
March, 1841

Nor was the interior tablet the only testimony to the unfailing way in which Vancouver's memory has been revered in that part of the world where he lies bones. Outside the church, and facing the road along which many people pass to and from Twickenham Ferry, where the Thames crossing has been made in a tiny boat, in the idyllic fashion, for centuries, was a notice board on which was printed, in old-fashioned type, and surmounted by a woodcut of the church, the following interesting particulars of the history of St. Peter's:

The church dates from before the Norman Conquest, being mentioned in Doomsday Book. The present structure (originally a Cell of the Abbey of Chertsey) dates from the 15th Century. It was enlarged in 1720 and again in 1880, and is a remarkable example of the Georgian period, and a great archaeological curiosity. It contains several interesting monuments and is celebrated as the burial-place of Captain George Vancouver, the Discoverer of British Columbia and Vancouver's Island, now the headquarters of the Canadian Pacific Trade. The Churchyard is renowned for its natural beauty and contains the remains of many literary, scientific, and social celebrities.

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perennially mourning. At the outer corner of the churchyard stood a Lombardy poplar on guard, perhaps to warn any unsleeping ghosts of the approach of humans.

I think Vancouver must have loved that little, quiet corner. I know that in his life he loved the neighboring gentle slope, a beautiful tree-dotted part of Richmond Hill, for it was while standing upon its highest ridge one day in the year of his death that he exclaimed, "In all my travels I never clapt eyes on a more beautiful spot than this. Here would I live and here would I die."

Professor George Davidson, of the University of California, who was engaged for more than forty years on the United States coast geodetic survey, paid Captain Vancouver a compliment which the historian, Edmond S. Meany, claims is "a monument greater than the naming of an island, more enduring than an engraved slab of marble. The whole world will always honour Vancouver for his brilliant achievements in the science of geography."

Davidson's comment, to which Meany refers, was, "I have gone over every foot of the work done by Vancouver on the coast and I wish to say he was a great, big man."

ANNE MERRILL.

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Anne Merrill.

DAVID THOMPSON'S JOURNEYS IN IDAHO

In September of the year 1809 just two white men were enjoying life, health and the pursuit of happiness, or, to express it in one word of six letters, "living" in the wide area of country between the Pacific Ocean and the Rocky Mountains and the 42d and 49th parallels of north latitude, now embraced within the boundaries of Washington, Oregon and Idaho; and those two men were David Thompson, an Englishman of Welch descent, and Finan McDonald, a full-blood Scotchman. This statement is based upon our present knowledge of that period. Many students of the history of the Columbia River Basin are hardly yet alive to the important contributions made to the early geographic knowledge of the northerly half of this great interior basin by David Thompson, the pathfinder for the North-West Company (fur traders) during the years 1807-1812, inclusive. More than one hundred years elapsed before his name even became known to many people in this region. In volumes VIII, IX, and X of this *Quarterly* the writer contributed a series of studies and annotations under the title "David Thompson's Journeys in the Spokane Country." He is now in a position to compliment that series with another, and, through the courtesy of Mr. J. B. Tyrrell, to present a transcript of the survey notes written by Mr. Thompson in daily journals while within the boundary lines of the present state of Idaho. Lewis and Clark, in 1805-1806 passed across Idaho by way of the Lolo trail, a road commonly used by the Indians but never yet made of practical use for white men. David Thompson's travel and observation were along the route later adopted by the engineers of one of our transcontinental railroads.

Their entries in the journal now to be presented are of some especial interest because they contain the written record of the building of the first log houses, (used as a trading post) occupied by white men and situated west of the Rocky Mountains and south of the 49th parallel; called "Kullyspell House." They also contain the record of the first commercial transaction to take place within the present state of Idaho. Lewis and Clark had bartered with the Indians for food and other things but not for gain. The date was September, 1809, and this series therefore antedates that in the previous volumes of this *Quarterly,* which began with June, 1811.

DAVID THOMPSON'S JOURNEYS IN IDAHO

By way of introduction it is well to outline the activities of David Thompson in 1809 prior to his arrival in Idaho in September of that year. He had spent the previous winter at a trading post in British Columbia near the source of the Columbia River, and as soon as possible in the spring had crossed the ridge of the Rocky Mountains with furs purchased that winter, taking these to a trading post of the Company on the Saskatchewan to be sent to Fort William. He then gathered together there sufficient trading goods for his own use (another trader was to follow him with more goods later in the year) and returned over the Rocky Mountains to the Columbia River; from the source of the Columbia portaged over to the Kootenae River and descended that river in canoes as far as the present location of Bonners Ferry, Idaho. From there with pack animals he crossed the divide to Pend d'Oreille Lake. Mr. McDonald had been sent on ahead from the Kootenae River to tell the Indians of his arrival and to get the pack horses needed, and there is good reason to presume that the Indians had been previously informed and were waiting to meet him.

The story told by the journal entries to follow is very quickly summarized. The party came across the divide on the regular Indian trail which connected the two watersheds, then mapped by Mr. Thompson as the "Lake Indian Road," to where the line of the Northern Pacific railroad runs along the north end of Pend d'Oreille Lake and followed the route used by the railroad easterly to the mouth of the Clark Fork River, to a large Indian camp there. The railroad as first built ran close to the lake shore between Sand Point and the mouth of Pack River instead of inland as it now runs, and Hope, Idaho, was for many years a divisional point of much importance. From the Indian camp Mr. Thompson examined the lake shore and selected the place for his trading post with reference to being directly on the line of all canoe travel by Indians upon the Lake. He remained with his clerk and men until the first building, the warehouse to protect the goods and furs, was well on toward completion and then made a journey of exploration down the Pend d'Oreille River and back, going on horseback by land. Returning again to the House on October 6, he at once began to make preparations for a journey up the Clark Fork River, to select the site for a trading post among the Flathead Indians, and started off on that journey on the 11th of October. His clerk, Mr. McDonald, was left in charge at Kullyspell House.

T. C. Elliott.

Journal of David Thompson, September 8, to October 11, 1809

September 8.

Friday. A fine day, but very cold night. Ice was formed, but the leaves are yet everywhere very green, except a few on the Ground, which in places are a little faded. At 7½ a. m. set off, Co. S. 20 E. ½ m. to a Brook[1], which we followed, S. 40 E. ½ M. then crossed it. It is 15 Yds. wide, deep & very easy Current. Co. S. 20 E. 6 M. to a Rill of Water which we followed down S. 40 E. 1½ M. to the Lake.[2] I do not pretend to take any Courses farther as I hope for a better opportunity, we went abt. 1 M. then met Canoes who embarked abt. 20 pieces of Lumber & Goods. We held on SE.D. 4 or 5 M. & Put up at 2½ p. m., the wind blowing too hard for the canoes to hold on. Killed 2 Geese, Mr. McDonald[3] 1 do. & Bouche 1 do. Beaulieu[4] 1 Crane & the Flatheads[5] 3 Ducks.

September 9.

Saturday. A fine day, the wind moderating, the Canoes got off & we followed, but the wind rising, the Canoes were obliged to Lighten & reload part of the Horses. We all at length arrived in safety, thank God, at the mouth of the River[6] at 2 p. m., where we camped for the night. They all smoked, say 54 Flat Heads, 23 Pointed Hearts[7] & 4 Kootenaes, in all about 80 men. They there made us a handsome present of dried Salmon & other Fish with Berries & a Chevruil &c.

September 10.

Sunday.[8] A very fine day. Early set off with 2 Flat Heads to look for a place to build a House, we at length found a place somewhat eligible but Labours under the want of good earth. I returned & we got all the Goods embarked by the Flat Heads & landed the whole by 3 p. m., when we set up our Lodge & Tents &c.

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1 Pack river, Bonner County, Idaho; a name applied during the Kootenae mining activities in the sixties.

2 Our Pend Oreille Lake; a name applied by the French-Canadian hunters and trappers and traders who first met the indians in this vicinity (See the Henry Thompson Journals by Coues, Vol. 2, pages 711-712). David Thompson called it "Kullyspell Lake," after the native name of the Indians who resided for the most part on the river below it.

3 Finan McDonald, ranking as a clerk in the North-West Company; Ross Cox describes him at length at pages 164-168 of his book entitled "Adventures on the Columbia River."

4 See Wash, Hist. Quar. vol. 8, page 185, note 10, for mention of this man, a French-Canadian who was one of the very first residents in the Spokane country.

5 These Indians were more often called the Saleesh by Mr. Thompson but here are called Flatheads. The name seems to have been used in written form first by Sergeant Ordway of the Lewis and Clark Expedition in 1806, but Mr. Thompson was familiar with it. The real origin is obscure.

6 Clark Fork River, as now officially designated by the National Geographic Board. David Thompson called it the Saleesh and the Flathead river, without discrimination.

7 As far as known to the writer this is the first written use of the name Pointed-heart referring to Coeur 'dAlene (awl-hearted or stingy-hearted), the name applied to the Indians of the well-known lake in Idaho when the French-Canadian trappers first fell in with them. Elsewhere in his journals David Thompson calls these same Indians the "Skeetshoo's," and Lewis and Clark mentioned them as the "Skeetshumish." It is noticeable that no Kullyspell Indians were in this group.

8 The site of Kullyspell House has now been quite positively identified at what is locally known as Sheepherder's Point near Memaloose Island on the north shore of the Lake. Detailed discussion on this item is deferred until later entries of the journal appear.

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1 Pack river, Bonner County, Idaho; a name applied during the Kootenai mining excitement in the eighties.

2 Clark Fork Delta Lake; a name applied by the Pend-d'Oreilles Reclamation and Irrigation Co. in the nineties. Thompson's Journal of 1811 (Vol. 2, pages 711-712). David Thompson called it "Kullyspell Lake," after the native name of the Indians who resided for the most part on the river below it.

3 Finan McDonald, trading as a clerk to the North-West Company; Ross Cox describes him at length at pages 104-109 of his book entitled "Adventures on the Columbia River."

4 See Wash. Hist. Quar., vol. 6, page 183, note 10, for mention of this man, a Frenchman who was one of the very first settlers in the Spokane country.

5 These Indians were more often called the Salish or Mr. Thompson but here are called Flatheads. The name seems to have been used in writing first by Gabriel Franchère and the Lewis and Clark Expedition in 1805. But Mr. Thompson was familiar with it. The real origin is obscure.

6 Clark Fork River, as now officially determined by the National Geographic Board. David Thompson called it the Saleesh River without distinction.

7 As far as known to the writer this is the first written use of the name Pend-d'Oreille or the well-known lore in Idaho about the Pend-d'Oreilles lingers but all is not there. Elsewhere in his journals David Thompson calls these same Indians the "Kullyspells" and Lewis and Clark mentioned them as the "Wetaskenaim." It is probable that an Salishan Indians were in this group.

8 The site of Hollywell Point has now been quite positively identified at what is locally known as Humphrey's Point near Bonneview. Located on the north shore of the Lake. Detailed discussion on this item is deferred until later entries of the journal appear.

September 11.

Monday. A cloudy day with a little Rain—we made a scaffold for our Provisions & got Birch for Helves, which is very scarce—& Helved our Tools &c. &c.

September 12.

Tuesday. A rainy night but very fine day—began our warehouse. The Ground is so very full of small stones that the Holes for the Posts &c. &c. is a long time making. Got the Posts and needles ready—& threw down a Red Fir of 2 fm. round to make a canoe for fishing &c. 16 Canoes of Pointed Hearts passed us & camped with the other Flat Heads.

September 13.

Wednesday.[9] A fine Morning, but abt. 10 a. m. a heavy gale from S. W. which soon brought on moderate Rain, which lasted nearly all night. Bouche & the Chein Foux brought 2 Chevruil, cut & hauled wood, the Needles & arranged a Horse Collar which broke towards evening we then got wood for another. Spent much of the day in trading with the Indians who brought abt. 120 or 130 skins. Put out the Fire the Indians kindled.

September 14.

Thursday. A blowy day, but fine. Wind S. Ely. Sat up the Posts & the Needles & raised the Warehouse abt. 2½ ft high, made a Horse Collar, which is, however, too narrow. The wood is so very heavy that it requires the force of 4 or 5 men to lift a single piece of 10 or 11 ft. Traded abt. 20 skins & looked for wood for a Horse Collar &c.

September 15.

Friday. A fine day but blowy South. 3 Canoes arrived last night & put up at the Island.[10] They made us a present of berries which we paid for. Put the House up the intended height 7 feet. Indians traded a few things &c. & promise to bring all they have presently. Traded a Canoe for fishing &c.

September 16.

Saturday. A tolerable fine day. Put the Beams, Plate & Roof Tree on the Warehouse & cut wood of birch for Helves & trenails, also Cedar for Net Floats. We arranged & set 2 Nets to the Northd.

September 17.

Sunday. A fine Morng, but very rainy Day. All the Indians arrived with what they have remaining to trade, abt. 1¾ packs & much berries. We spent the whole day in this Business &c. 6 Mullets & 2 small Trout, Thank God.

9 Here is the record of the beginning of commerce in Idaho. The use of the term "Horse Collar" is for a kind of yoke for hauling logs with horses.

10 Memaloose Island, upon which there is a boulder the Indians consider sacred and were accustomed to honor by depositing gifts near it. Bodies of their dead were also deposited here.

September 18.

Monday. A rainy Night & Morng. & till 2 p. m. when it ceased. We arranged 3 other Nets & set them & began cutting the roofing of Cedar which must be hauled abt. 400 yds. as the wood abt. us is too large & too heavy. Traded a Horse for 15 Skins value.

September 19.

Tuesday. A blustering Morng, but fine day. Caught 20 Mullets from the small Net at the Door & 4 from the other. The Nets of 4½ in. Mesh are much too large & catch nothing. In the evening set 3 Nets at the mouths of the Channels of the River, as the Indians say there are plenty there. Traded 3 Horses, which now makes 7 for the Company. Pointed Hearts to their own Country.

September 20.

Wednesday. A very fine day. Visited our Nets. The small one here caught 3 small Trout & 8 Mullets. Those at the River Channels 1 good Trout, 1 small, & 2 Mullets. Took all the latter up & set them near at hand about us. The Flat Heads broke up their camp & parted, pitched away to the Southd.

September 21.

Thursday.[11] A very fine day, caught 24 small Fish from the 2 small Nets. Working at the small Net, roofed the Magazine & brought Grass for to work in the Mud that the roofing is to be made tight with—took a walk around the Peninsula on which we are, which took me 4 hours. In the evening Jaco[12] & Family arrived. Set the Large Nets at the Isles.

September 22.

Friday. A very fine day, caught 15 small Fish in the small Nets, but nothing in the others, we find them useless in this Lake. Men Making Mud [MS. illegible] for the Roof of the Magazine, & Mousseau & me working at the Nets. Mr. McDonald hung the Door & put the windows of the Magazine in &c. Much Thunder & Lightning.

September 23.

Saturday. A stormy Night, fine day, Mudding the covering &c., working at Nets. 15 strange Indians arrived from the westd., they are quite poor in every thing seemingly, they each made us a small present of dried Trout or Salmon. 13 small fish from the Nets. Obsd. Os LL, 82° 4′ 8½. Error 1′ 30″—Latde 48° 12′ 14″ N. Decn 7′ 44″ long. 116.[13]

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11 The word magazine refers to the warehouse. Sheepherders Point is only a small part of the wooded peninsula at the NE. end of Pen d'Oreille Lake. The isles are Warren Island and others in the Lake opposite the town of Hope.

12 Jaco Finlay (Jacques Raphael Finlay) who built Spokane House in 1810; a half-breed who with his family had been residing among the Saleesh and other Indians as a Free Trapper for at least two years prior to this time. See Vol. 8 of this quarterly for further mention of him.

13 This latitude agrees almost to a second with that on the U. S. Geological Survey map of the Priest Lake Quadrangle. The longitude is some fifteen minutes too far west as shown by said map.

September 24.

Sunday. A rainy Morng. till 10 a. m. 2 Green Wood Indians arrived, they made me a present of a Bear skin, 1 Beaver do & 5 Rats with 2 parcels of dried Fish & 2 Mares, for which I shall pay them. A Lad brought 1 Beaver in Meat, Beaulieu 1 Duck, 7 Mullets.

September 25.

Monday. A fine day, finished mudding the Roof & got all the Goods &c. in the Warehouse, Thank Heaven. The lower Indians went away, gave each a bit of Tob. & an Awl, showed them how to stretch the different Skins & they promise to be here by the time the Snow whitens the Ground. Rainy Afternoon & Eveng.

September 26.

Tuesday. A blowy Day with cloudy cold weather in the evening Rain which lasted all Night. Men cutting, hauling & squaring wood for the upper floor of the Warehouse. Got ready to set off the Morrow to examine the Country below us.

[Here is a hiatus in the transcript to include the days of Mr. Thompson's absence on his exploration of the Pend d'Oreille River.]

October 6

Friday. A cloudy misty Morng. At 7 a. m. set off. Co. ½ m., then open out on the lake.[14] Co. to a large Point, the one this side of the Rivulet is abt. E. 5 m., but then to the other Point S. 70 E. 3 m., then to the House Point about S. 40 E. 6 m., having rounded the Bay to the gravel point, we baited at 10.35 a. m., from hence the Co. to the Point we left is abt. West 1½ m. Obsd. Merid. Altde. of O LL 72° 32½ Good. At ½ p. m. set off & at 3 p. m. arrived safe, thank God we found all well. Mr. McDonald had traded abt. 2 packs of good Furrs in my absence, mostly from the Pointed Hearts, of whom there are abt. 44 men, several women & children here, they have abt. 110 horses, & have traded 3 of them with us. Rainy Evening. Latde 48° 16′ 55″ N.[15]

October 7.

Saturday. A rainy night & cold blustering Morng. Wind S. W. The men had cut & hauled all the wood for the House[16] & this Morng. began to dig the Holes for the Posts &c. which will be all up to-day I hope. Very rainy cold blowy Afternoon. Set up all the Posts &c. & Needles.

October 8.

Sunday. A cloudy blowy Day. Snowed last night & the Hills are laden with it almost down to the level of the Plains & Lake. Early most of the Pointed Hearts went away, they had all along wished

14 Sand Point, Idaho, the two "points" mentioned being on the north shore of the lake between Sand Point and Pack river.

15 Observation taken at noon when near the mouth of Pack river and almost absolutely correct according to U. S. Geological Survey maps.

16 The dwelling house.

to exhibit a Dance &c., but the Weather was very unfavorable. By noon all the Pointed Hearts were gone.—but very unfavorable weather all day. 23 Fish.

October 9.

Monday. Almost continual smart Rain all night & all day, with difficulty got the House 4 Logs high & dried & reset the Nets, 2 do., preparing for my Journey notwithstanding the very bad weather.

October 10.

Tuesday. A rainy night & morning till 10½ a. m., when it ceased to light drizzling Rain. Looking after the horses for the Voyages, but could not find them till 2½ p. m. & one of the best still missing. However, got a Guide engaged & brought here, but am on acct. of the Horses obliged to defer my Voyage till the Morrow.

October 11.

Wednesday.[17] A fine night & fine day. Early looked for the strayed Horse but could not find him. Sent for another, which being brought we got ready & at 10½ a. m. set off. Came to the Indian Tents. Co. by the Compass S. 81 E. 2 m. Sent the young man across for his Father, who is to be our Guide. Our Co. will be S. 66 E. at ½ p. m. set off & by 2 p. m. we were on the top of the River Hills, having crossed 2 Brooks, from hence we see the House Point Clearly.[18] Set the Compass & find the straight Co. to be S. 62 W. abt. 6 m. Our Co. up the River S. 70 E. 5 m. I think. In the S. 66 E. 5 m. course 3 m. gone a Brook of 10 yds across, 4½ m. gone[19] a Brook of 6 yds across Crows calling we sent the young man to see what it was, who returned at 4½ p. m. with a good Cord of fat Chevruil, which he took from the Wolves. At 4¾ p. m. put up on the top of the Hills with snow for water, as the Grass for the Horses is distant. The Mountains are about 2 to 3 m. distant & loaded with snow. We see from the camp with a Birds Eye View the Road of the Morrow S. 80 E. 5 m. thro' seemingly thick woods. The road we have come to-day is mostly thro' very fine woods, especially Cedar, many of 4 to 5 fm. round & tall in proportion, but the latter part over high rocky Hills, in many places dangerous for loaded Horses, on the whole this part may be Co. S. 70 E. 5 m. The river appears deep, with a steady Current.

17 Mr. Thompson now starts off to travel over a route that had not been traversed by white men, as far as we know. He has an appointment to meet the trader who was coming with the rest of the trading goods and he also wishes to establish a trading post among the Flatheads.

18 Looking back from rocky ridge at foot of Antelope Mountain just east of railroad station of Clark Fork, Idaho. The camp for the night was on the hills at Cabinet rapids six miles further southeast. The Indian trail kept to the north of the river instead of where the railroad now runs.

19 The word "gone" is used by Mr. Thompson to indicate that when they had traveled three miles they crossed a brook and when 4½ miles they heard the noise of the crows and sent an Indian to investigate. This is his way of expressing himself in all his journals.

JOURNAL OF A TRIP FROM FORT COLVILE TO FORT VANCOUVER AND RETURN IN 1828

The following document by John Work is a reproduction of a copy (of the original) now on file at the Bancroft library, being pages 222 to 240 of *Pacific Mss., C30,* which the assistant librarian, Mr. Herbert Ingram Priestly, has kindly furnished.

The manuscript, as evidenced by the copy, appears to have suffered from the ravages of time, and several portions are either missing altogether or too illegible to be deciphered with certainty. In such cases the editors have supplied corrections or additions thereto which they have enclosed with brackets and placed in the body thereof.

Attention is also invited to the announcement that other portions of the Work journal will shortly appear: one covering a trip southward in 1834 in the Oregon Historical Society *Quarterly;* another describing a journey to the headwaters of the Missouri in 1831-32, by the department of history of the University of Montana.

WILLIAM S. LEWIS.
JACOB A. MEYERS.

[May, 1828.]

[Page 222.]

Tuesday 20th. Between 3 or [and] 4 oclock in the afternoon left Colvile with six boats for Okanagan, and encamped in the evening one pipe [from] the grand rapid.[1] We were detained some time at the rapid, repairing two of the boats that were broken. The cargo got wet; all the other boats were lightened and half the cargo carried, and the boats ran down at two trips.

We have only twenty men for the six boats, four men each for two of the boats, and three each for the other four, which certainly weak crews for such a dangerous part of the river, but instead of paddles the people use oars by which they do more work with less labor. Our lading consists of 70 packs of furs, 2 kegs [castorium], 12 bales of leather, 8 bales of [barley meal from the crop of 1827] 2 do [corn meal] 10 do saddles, 1 cage 3 young pigs for N [new] Calidonia, I do cask [cage] for Nez Perces, 6 Indian lodges, provisions for the voyage, and which with the other baggage makes

1 Thompson's Rapids, now Pickey Rapids.

24 pieces per boat, and myself and La Bontes[2] wife, & two children passengers. Everything was ready to start at an early hour, but Chatefaux's[3] boat, which was not finished [page 223] gumming, till the afternoon. Cloudy mild weather.

May 21. Embarked at daylight this morning, and continued our route without any delay whatever, except a short [stop] for breakfast, till a little before sunset, when we encamped below the big [stone][4] a little above the little Dalls, [Makhim Rapids] which is a [good] days work for so few men. The current is very strong, and sent us along at a rapid rate, but the water is not so high as last year; it is now in a good state, and none of the rapids dangerous. Notwithstanding the (long) time that were [was] taken gumming the boats, some of them are leaky, and two of them had to be gummed. Yesterday evening some of the people were employ[ed at that.]

May 22nd. Cloudy cool weather in the morning, very warm afterwards. Resumed our route at daylight,[5] and arrived at Okanage [Ft. Okanogan] before breakfast, and found some of the people still not up. The Dalls were found good, and the boats shot down them without stopping. Received and examined the cargos, all in good order, and had them stand [stood] bye:—[Page 224.] and as the men had worked hard, gave them the remainder of the day, to rest, previous to commencing gumming the boats.

No news as yet of Mr. Conolly[6] and his people, and had appointed the 24th as the date on which he was to reach Okanage. We expected that being so weakly [manned] it would have taken us also to that date to reach this—where as, we were only a day & a half. We arrived early, and came to find the people from Colville [hungry.]

Finding some salmon in store, it was served out to the people, and the barley and corn used, till Mr. Conolly's people arrived.

May 23rd.—Very warm in the middle of the day, stormy in the afternoon. Had three of the men employed making oars; all the others gumming their boats. Soon the N[ew]. C[aledonia] people arrived. One of the boats was in the water, and does not want much repairs, but the other two, being exposed to the sun, the gum

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2 LaBonte was an Astorian. See Irving's *Astoria*, Chap. xxxvii. His name appears as numbers 989, 820 and 623, respectively, on the lists of employees of the Hudson's Bay Company in America for the years 1821-1823, inclusive.

3 Probably J. B. Chalifaux, number 657 on the list for 1821; Andre Chalifaux appears as numbers 634, 505 and 407 for the years 1821-23.

4 About 3:30 A. M. The distance to Okanogan is about thrity-three miles.

5 Equilibrium Rock. See also the entry for August 12.

6 Chief Trader William Connolly stationed at Fort St. James in New Caledonia. His name appears as numbers 45, 7, 7, on the lists for the years 1821-23.

was melted off them. The seams opened, so that it takes a considerable deal of labor, to put them in order. There are two other boats, which are so old and out of order, and so much decayed that [225] it is considered impossible to repair them so that they could be brought up the river again with any safety. Two of the men, Chatifaux & Pin,[7] are both bad with sore eyes.

May 24th. Stormy weather warm in the middle of the day. The men finished gumming the boats, and had them in the water before breakfast. About noon Mr. Ermatage [Ermatinger][8] and a man arrived from above. Mr. Connolly & party are expected in two days.

May 25th. A storm of wind with a great deal of dust.[9]

May 26th. Fine weather, some gusts of wind. Mr. Conolly arrived at noon, his people are close too.

May 27th. Fine warm weather. Mr. Conolly's men arrived with Mr. Dear's[10] in the forenoon, and the cargoe's of the boats, 9 in number, made out, and everything arranged to start tomorrow. Two horses were killed, and given to the people with some barley for a treat.

May 28th. Fine weather, blowing fresh part of the day. Some time was spent in the morning gumming two boats that were a little leaky; that detained us till between 7 & 8 oclock when the baggage [brigade] started. Nine boats, with Mr. Dear's [Page 226.] Mr. Ermat[inger] & myself, under the charge of Mr. Conolly. The cargoes amounted to 33 pgs per boat, via 228 [fur packs][11] 7 bales of leather 6 do [castorium] 8 dit Saddles, 1 dit pamphlets, [book] 16 of gum, 6 lodges, with baggage. The men used oars in preference to paddles, and had as many as could work in each boat. The wind some time detained us, and the current was very strong. In the evening we encamped a little above the Rapids. The oars were far superior to paddles; the men do more work with greater ease.

May 29th. Overcast in the morning, and raining afterwards. Resumed our route at daylight, or a little before it, and put ashore

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7 Joseph Pin, whose name appears as numbers 1138, 748 and 1029 on the lists for the years 1821-23

8 Frank Ermatinger, the well-known Columbian, often in the Spokane Country He became chief trader in 1842.

9 See Ross Cox, vol. ii, p. 86.

10 Thomas Dears, a clerk, whose name appears as numbers 720, 582 and 82 on the lists for 1821-23. He was much about Spokane and Colville, having actual charge of the erection of the first buildings there 1825-26. He was placed in charge of Fort Connolly, New Caledonia, in 1831. Retiring, he settled at Ft. Thomas, Upper Canada.

11 These fur packs weighed 90 to 100 lbs each, say 1½ tons. The crate of pigs, 2 kegs of grain or meal, 5 bales of leather, and 4 saddles have been left at Ft. Okanogan for the New Caledonia District, and 156 packs of fur, with some additional provisions and baggage have been added; 8 days provisions for the 22 men, as well as subsistance for the Colville men there, have been consumed by the time Mr. Work leaves Ft. Okanogan.

near the lower end of the Rapids to wait for one of the boats, Leas Prim,[12] who had followed behind; and in the meantime breakfasted. After which P. L. Etange[13] the guide, who was in Mr. Conolly's boat embarked with Prim, when all proceeded, and ran down the rest of the Rapid, and continued their course. But Prim's boat, which remained behind, as the place was not dangerous, and the guide ahead [copy missing], and the boats did not stop till they reached Nupims [Nez Perces] in the afternoon, when [the furs, goods and provisions] [Page 227.] received and distributed among the boats, and everything arranged to continue our journey tomorrow morning. Late in the evening L. Etange [Lelange] their guide, arrived with another man, in an Indian canoe, with this unexpected intelligence, that when coming down the lower part of the Prists Rapids in the morning just after the other boats, when they struck upon a stone, broke their boat, and three of the seven men that were in her, Prim [Primeau] J. F. Laurent the [Bouthe] foreman, [and] Plussy [Joseph Plouff] the Sacrant [Ducant] were drowned, and the others very narrowly escaped. Some of the Indians assisted the survivors in getting some of the packs ashore, but how many would be saved, cannot yet be ascertained. Lacnant [Laurent][14] had been sick, and was very weak. The Guide [stated that] a gust of wind, and the people not pulling fast enough, is the cause of them not being able to clear the rock. Mr Cumatage and Mr Dear's were immediately sent off with two boats and 22 men to endeavor to move the bodies and to that may be saved from the water. I am to start early tomorrow morning on horse-back with two men, for the same purpose, by crossing to [Page 228.] the [north] side of the river, and straight across the plains. It is expected we will arrive before the boats, and prevent the Indians from carrying off any of the packs, if they be so inclined.

May 30th. Blowing a storm the fore part of the day. The weather was so stormy, and the river so rough, that it was impossible to cross the horses without drowning them, and I could not start as was intended, for the Prist's Rapids[15] where the accident happened. Yesterday we had the horses [ready to swim] across in the evening, I could not have got them before then; and to get

12 Lewis Primeau, whose name appears as numbers 1205 and 1000 on the lists for 1821 and 1822.

13 Pierre Letange, whose name appears as numbers 990 and 804 on the lists for 1821 and 1822.

14 The name J. F. Laurent appears as No. 1085 on the list for 1821.

15 Priest's Rapids, so named by John Stuart of the Astor party and his party, who passed this point in 1811, from seeing an Indian priest performing some religious ceremony there. See *Franchere's Narrative*, pp. 276-277.

them after, would be of no use. The [packs] were all carried from the water's side into the fort. An Indian arrived from Spoken [old Spokane House] with letters from Mr. Kettra [Kittson][16] of the 25th Inst, announcing the death of Jac Finlay[17] about 10 days ago. Nothing has happened at Coville lately, the crops are coming on well.

May 31st. Stormy in the morning, calm afterwards, a little rain in the evening. The furs all well covered with oil cloth.

June 1st. Dark cloudy weather. Mr Cumatinge & Dear arrived with the party at noon, they found all the furs, Oky [a keg] of customs, [castorium, parflesh] [Page 229.] a bale of leather, and 3 pins [skins] of gum. Nothing was seen of the bodies of the three unfortunate men that were drowned. The old prist[18] and his people behaved well. One of the old mans son came to the fort, and rceived in remuneration for his good conduct in the assistence given in saving the furs.

The after part of the day was employed drying the furs, repairing the boats, and getting everything ready to start early tomorrow morning. The brown [beaver] skins seem not to be much injured, but the small furs will be a good deal the worse of this wetting; fortunately there were not many.

Monday 2nd. Cloudy most of the day. Left Walla Walla at sunrise, this brigade consists of 9 boats, provisions and baggage. We were nearly three hours ashore drying the wet furs, that were not sufficiently dry yesterday. Some time was also lost going ashore to trade provisions. The wind also considerably retarded our progress; nevertheless, we encamped in the evening, a little above Day's River. A horse, some salmon and boats [roots] were traded from the Indians during the day. Mr. Black[19] is of such [Page 230.] a disposition that he would not give them a horse after a great deal of coaxing he offered them a colt but it was so small that it would not [suffice] for the people, and would not be accepted. However, he gave us, the bags of corn and a little [barley]

Tuesday 3rd. It was a little calm in the morning, and we embarked, but a little after sunrise, we had to put ashore at Day's

16 William Kittson's name appears as numbers 938, 754 and 551 on the lists for 1821-23. He was an adopted son of George Kittson, and served with the Canadian chasseurs in the War of 1812-13. He entered the employ of the North-West Co. in 1819 as an apprentice clerk under Alex. Ross. See *Fur Hunters*, vol. i, p. 207. He was assigned to the Flatheads in 1850, and died about 1843, probably at Victoria, B. C.

17 Jacques Raphael Finlay who established Spokane House, the first white settlement in the State of Washington, in 1810. See sketch of his life by Mr. Meyers, vol. x of this Quarterly, pp. 163-167, July, 1919.

18 Probably the identical old Indian priest mentioned in note 15, *supra*.

19 Samuel Black, an old North-West Co. clerk made chief trader under the Deed Poll of 1821; stationed at Spokane 1825; Nez Perce 1828-30; made a chief factor in 1838; and killed near Kamloops by Wanquille in 1841.

River[20] with the wind, where we remained all day. A few Indians encamped here, from whom a few salmon were got, but nothing worth while, to give the people, to [save] the provisions.

June 4th. Blowing a storm all day, so we could not stir.

June 5th. Blowing all night, but calm a little after sunrise—when we embarked, but were again stopped by the wind. We breakfasted; after a little while it became calm, and we proceeded and made the and afterward proceeded to the Dalls and made the portage to the rocks with boats. Here we encamped early, and there would not have been time to get to another convenient encampment. Traded enough salmon to serve the people for nearly two days. There are not many [Page 231.] Indians about the Dalls now; the most of them are out on the plains collecting roots.

June 6th. Embarked early this morning, made the lower Portage of the Dalls, had to put ashore to gum one of the boats, afterwards proceeded down the river. Reached the Cascades in the afternoon, made the portage with all the goods, and got the boats halfway across. Part way they were towed, and part carried. When the men left the boats they pulled up on the beach. We could get few salmon from the Indians, because the fort has entirely spoiled the trade, none can be got now at any kind of a reasonable price.

June 7th. Had the boats brought to the lower end of the portage, which detained the people a considerable part of the morning. In order to save time, we breakfasted before we started; we then proceeded, and reached Vancouver, where we arrived in the evening. It was however too late to get the packs carried up the Fort.

June 8th. Fair weather. All the packs carted up to the Fort, and the rest of the cargo remained.

June 9th. Cloudy in the morning, fair weather afterward. Employed a party to examine the furs; we were not able to finish the whole of them, as few of them were a little wet, but had sustained no damage.

June 10th. Busy at the furs, but we had to stop on account of the rain. Some of the New Caledonia ones are not yet opened.

June 11th. The weather prevented us from doing much to the furs today.

July 23rd. This morning the Ireland [Inland] brigade left Fort Vancouver, and encamped a little below the Cascades. We had a sail wind a while in the afternoon.

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20 The John Day River of today.

The brigade consists of 9 boats 54 men including two Indians. These are passengers Mr. Conolly who commands the party, Messrs [Francis] Cumtage, [J. M.] Yale, [Thomas] Deace, and myself [John Work]. The boats are heavily laden, besides provisions. The cargoes were delivered and the boats loaded and moved up to the upper end of the place yesterday evening, when the men got their provisions for the voyage, which consists of corn[21], fish, and grease.

July 24th. Cloudy weather, with fine breeze. Continued our route early in the morning, and were employed the whole day, getting to [Page 233.] just a little above the Cascades. The water is very low, and it was very difficult dragging the boats. The line broke, and one of the rudders; so considerable time was lost fixing them. Part of the cargo had to be carried, both at the New Portage, and at another place below the Cascades. The Indians at the Cascades are taking plenty of salmon, but would give us none—a superstitious idea, that if our people, who had been at war, would eat of the salmon, they would catch no more. Had we been in want of provisions, we would have [kept] ourselves without caring; but that not being the case, we didnot take any; though we told the Indians we would do so if we chose.

July 25th. Embarked at daylight, and had a fine sail wind all day, and early this evening reached the lower end of the Dalls, when we encamped, it being too late to reach the Portage. The Indians here are taking plenty of Salmon, and gave us a few for the people, making no objections about the men having been at war.

[*July*] *26th.* The whole day was getting the goods across the portage, and the boats only part of the way. The weather part [Page 234.] of the day was very warm. In the morning we were met by Morgen [Ogden][22] who with his party is on his way to Fort Vancouver. The rest of his party are off with Mr. McKay for some furs that were hidden in the plains. Mr C[Ogden] remained with us all day, and stayed over night. Three of our men are sick, disabled, and unfit for duty. Got plenty of salmon in the evening for the people.

July 27th. It employed the men before breakfast carrying the boats across the portage; we got them loaded, and after breakfast took our leave of Mr. Ogden, and proceeded under sail to the Chutes, when boats and cargo had to be carried. We got to the

21 Apparently flour from the Colville and Vancouver mills was not yet in use.

22 Peter Skene Ogden, the well-known Columbian, noted for his expeditions in Utah where Ogden City and Ogden River bear his name.

upper end of the Portage late in the evening; loaded the boats, and encamped for the night. It was very warm during the day, though it blew a storm, and the people were nearly blinded with driving sand. The Indians here had a few fresh Salmon, but we got some dried ones from them. One Indian lodge took afire and was burnt; and though it was on an island, and apart from where we were working, they came and demanded payment for the property destroyed, and in case of [Page 235] refusal, they would take it by force. We threatened them with severe punishment for their conduct, when they became quiet. However, as a boat had to return from above, it was deemed advisable to give them a little tobacco.
[*July*] *28th.* Clear warm weather. Embarked at daylight, and were employed all day with the poles. In the evening we encamped a little above Day's River. Two Indians, which were employed at the Dalls to work in place of the disabled men, left us this morning; they were not worth taking with us. Traded a few fish, and some dried Salmon, from some Indians, where we stopped for breakfast. An Indian was dispatched to Fort Nespus [Nez Perces or Walla Walla] with a letter.
(*July*] *29th.* Continued our journey with the poles. Had a light wind, and got up the sail a short time in the evening; but the wind was too weak to be of much servise. We encamped in the evening a good way below the Island. Passed some camps of Indians during the day they had very few fish, and report that Salmon are scarce above.
[*July*] *30th.* Embarked at daylight. After breakfast a fine breeze sprung up, when the sails were hoisted, and we had a splendid run the remainder of the day. Encamped late [Page 236.] in the evening a good piece above Grand Rapid. One of the sick men is again better, and able to do his duty, but the other two are still unable to work. Some other of the men are bad with severe colds, while some of them have sore hands from poling.
July 31st. A fine wind again, we proceeded under sail, and arrived at Nespuses at 8 oclock. The Nespuses outfit was delivered, and the remainder of the property distributed among 8 boats, as one is to be left. Mr McKay has arrived, he left his men yesterday. I found P[ambrum's] boys here, they are going off to Colville in two days; by them I wrote to Mr Kitter [Kittson] and sent six sickels so that he may be able to get on with the harvest. I also sent 22 [Ms. illegible.] as I understand he is short of that article. From his letter I understand that provisions are scarce—few salmon to be got, but the crops have a fine appearance. One

of Mr Black's men, Dubans, [Dubois][23] was drowned a few days ago.

Aug. 1st. Left Nespurs at 7 o'clock, and encamped in the evening above the Yakaman River. The men worked with the poles all day, the weather very calm and warm. The river is unusually low for this season of the year. We have 8 boats, as deep laden, as when we left Vancouver, but as two more of the men are disabled, it will take 30[24] hours to Okanagan.

[*Aug.*] *2nd.* The weather very warm and sultry. Proceeded on our journey, and encamped in the evening at the White banks. From an Indian's information, part of the bones of one of our unfortunate men that were drowned in the Spring was found. We had them collected and buried. Mr. Conolly read the funeral service. There are few Indians on the river, and these are starving; they are taking no salmon.

[*Aug.*] *3rd.* Continued our journey at an early hour, and encamped in the evening at the lower end of the Prist's Rapid. The current during the day was strong. The water is very low. We found a lodge of Indians, from whom a few dried Salmon were obtained, they seem very scarce in the river.

[*Aug.*] *4th.* Cool pleasant weather in the morning, but very warm afterwards. It took a considerable portion of the day to get up the Prist Rapid. Some time was spent gumming the boats, when we again proceeded, and encamped in the evening a little above the Rapid. Messrs Cumatage [Ermatinger] and Yale who were expected would be at [Page 238.] Okanagan, are nearly so with their horses by this time, and now encamped on the opposite side of the River.

Aug. 5th. Very warm weather, it is really hot passing over the burning sands. Lost some time this morning crossing the horses—in the evening encamped in the evening, a little below Roscal Rapid.[25]

Aug. 6th. Continued our journey, and encamped early, and got the boats just above Stony [Rock] Island, the boats are lighted, and the cargoes carried, to Rend Rapids.[26] The weather very warm, though occasionally blowing a little. Very few Indians in the River, and Salmon very scarce. Another man left work with a sore hand.

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23 Andre Dubois appears as number 619 on the list of 1823-24; Francis Dubois appears as No. 569 for the same year.

24 It took them nearer 100 hours, as the journal later shows.

25 Qualque Rapids.

26 Cabinet Rapids.

Aug. 7th. Warm sultry weather. Passed Pirtanhause[27] River in the afternoon. We were detained some time mending one of the boats that were broken; had sail wind a little in the evening. Traded some Salmon from the Indians.

Aug. 8th. Had a good breeze, and sailed most of the day. The wind though warm was a great relief from the scorching heat we experienced three days past. Encamped in the evening a little above Clear Water River.[28] A man from Okanagan met us in the evening, with two horses from there.

Aug. 9th. Cloudy, but very warm weather. In the morning, Mr. Conolly and I left the boats, and proceeded on horseback to Okanagan, where we arrived about nine oclock in the morning. Four of the boats arrived late in the evening, the others are a little behind.

Aug. 10th. Arrived early in the morning, when the boats were unloaded, and the different outfits separated. When I distributed the Colville goods, amounting to 123 furs [bales] besides provisions and baggage.

Besides the above cargo, we had a dozen or more passengers with their baggage. Six men per boat, some of them are from Okanagan. One of the men was sent to Colville, being unable to work, he sent another man in his place.

Aug. 11th. Went to boats[29] early this morning, but it was near 8 oclock before they got through gumming, when we proceeded up the river, and encamped for the night a little above the Dalls. The current is very strong, nevertheless we got on well.

Aug. 12th. Continued our route, this morning passed the Dalls, and encamped in the evening a little below the Big Stone.[30] We lost some time gumming Charlie's boat [Page 240.] The boat had to be lighted at a place near the Dalls.

Aug. 13th. Continued our route early, and encamped a little above Spellium River.[31] Some more time was lost gumming. Met a family of Indians going down the river, but they had no Salmon worth mentioning.

Aug. 14th. Continued of journey early, and encamped a little below Semapoilish[32] River. One of the men not able to work

27 Piscouse or Wenatchee River.

28 Chelan River.

29 This was some distance from Fort Okanogan, see Ross Cox's N. W. Co. Fort on the Okanogan River in 1816.

30 See the entry for May 21, 1828; also Symond's *Columbia River* (1883). The stone is now known as Equilibrium Rock.

31 Nespelim River of today.

32 Sanpoil River.

with a sore hand. Chatfaux is also complaining of his hand, but does not give up working yet.

Aug. 15th. Embarked early, and went ashore a little above Stony Island[33] so to gum two boats. We had to carry part of the cargo to one of the portages below the Island. Chatfaux is from work with his hand, and walking along like a gentleman. Met Robinson[34] our housekeeper [horsekeeper][35] it is some time since he left the Columbia, and has little news.

33 Hell Gate.

34 Robidoux, numbered 1082 and 1084 on the lists of 1822-23.

35 Horsekeeper. The horsekeeper had probably had orders to come down to the mouth of the Spokane River, and there await Mr. Work's arrival. Work probably proceeded to Colville on horseback and so finished this journal.

ORIGIN OF WASHINGTON GEOGRAPHIC NAMES

(*Continued from Page 58*)

LAVENDER, a railroad station near Easton in the western part of Kittitas County. The name was "a chance selection." (H. R. Williams, Vice President of the Chicago, Milwaukee & St. Paul Railway Company, in *Names MSS.*, Letter 589.)

LAWRENCE, a town near Sumas in the north central part of Whatcom County, named for Laura Blankenship, daughter of a mill owner there at that time. (Postmaster at Lawrence, in *Names MSS.*, Letter 272.)

LAWSON, the British Admiralty Chart 2689, Richards, 1858-

LAWRENCE ISLAND, see Guemes Island.

LAWRENCE POINT, see Point Lawrence.

1859, shows Lawson Bluff at the west cape of Sucia Island and Lawson Rock off the southeast cape of Blakely Island both in San Juan County. The United States Coast and Geodetic Survey Chart 6300, corrected to August 27, 1904, does not carry either of those names. It shows a small light at the location of Lawson Rock. However, it shows Lawson Reef just west of Deception Pass. It is likely that all three names were intended as honors for Lieutenant Lawson of the United States Coast Survey who was working in those waters as early as 1852.

LEADBETTER POINT, the south point at the entrance to Willapa Harbor, Pacific County. It was named "Low Point" by the British explorer John Meares in 1788. Lieutenant James Alden, of the United States Coast Survey in 1852, changed the name to Leadbetter Point in honor of Lieutenant Danville Leadbetter, an associate in the survey. (*Pacific Railroad Reports*, Volume XII., Part I., Chapter XV.) The Indian name for the place was "Chick-lis-ilkh." (George Davidson, *Directory for Pacific Coast of the United States*, page 402.)

LEBAM, a town on the Willapa River, Pacific County. It was named by J. W. Goodell for his daughter Mabel, by simply spelling her name backwards. (Gearge W. Adams, in *Names MSS.*, Letter 96.)

LEBER, a town in the southwestern part of Pierce County, named for the first postmaster there, Peter Leber. (Mrs. Isabel Carlson Benson, in *Names MSS.*, Letter 135.)

LE CLARE, a creek and town in the central part of Pend Oreille County, "probably named in honor of the Le Clerc brothers, early settlers." (Mrs. N. H. Emery, Crescent, in *Names MSS.*, Letter 66.)

LELAND, a town in the northeastern part of Jefferson County. The first woman to settle in the valley was Mrs. Laura E. Andrews, in 1874. An honor was sought for her in naming the postoffice by using her initials but the postoffice department spelled the name Leland instead of "Lealand." (Robert E. Ryan, Sr., in *Names MSS.* Letter 172.)

LELLA, see Delrio.

LENORA, a town in the central part of Pend Orelille County named in 1902 or 1903 by Lucas & Sutton, sawmill men for the daughter of Mr. Lucas. (Postmaster at Usk, in *Names MSS.*, Letter 78.

LEVANT PASSAGE, the waterway between the southeast shore of Guemes Island and Saddlebag, Dot and Hat Islands, in the western part of Skagit County. The name was given by the Wilkes Expedition, 1841, as an added honor for the American navy. He had called Guemes Island "Lawrence," and Fidalgo, "Perry," naming the waterways after ships commanded or captured. The British ship *Levant* was captured by the *Constitution* in the War of 1812. Present charts do not carry a name for Levant Passage.

LEVEY, a station east of Pasco in Franklin County, named for C. M. Levey, Third Vice President of the Northern Pacific Railway Company. (L. C. Gilman, in *Names MSS.*, Letter 590.)

LEWIS, a town on the Cowlitz River, in the west central part of Lewis County. A postoffice was secured in August, 1896, and named Sulphur Springs for a small spring nearby. After being moved to the present site the name was changed on June 1, 1911, to Lewis for John Lewis, a member of the Mitchell, Lewis & Staver Company, of Portland, Ore., and also president of the Valley Development Company then doing much development work on the Packwood power project. (Walter Combs, Lewis, in *Names MSS.*, Letter 150.)

LEWIS COUNTY, the second unit of government established north of the Columbia River by the Provisional Government of Oregon, December 21, 1845. It embraced the land west of the Cowlitz River and northward to "fifty-four forty" until the treaty of 1846 limited it to the forty-ninth parallel. The name was an honor for Captain Meriwether Lewis. See Clarke County for further in-

formation. (Edmond S. Meany, *History of the State of Washington,* Appendix I.)

LEWIS RIVER, the Lewis and Clark expedition, 1803-1806, gave this name to what is known as Snake River. (Elliott Coues, *History of the Lewis and Clark Expedition,* Map.) David Thompson, 1811-1812, shows "Lewis's River" as a branch of the "Komoenim River," his name for Snake River. (*David Thompson's Narrative,* The Champlain Society edition, Map.) The Wilkes Expedition, 1841, shows the main river as "Saptin or Lewis River," one branch of which is called "North Branch or Salmon River" and another, "South Branch or Snake River." (United States Exploring Expedition, *Hydrography,* or Volume XXIII, Atlas, Map 67.) This honor for the explorer has disappeared from the recent maps. One recent author (1918) says the name Lewis ought at least be retained for the name of Salmon River in Idaho. (John E. Rees, *Idaho, Chronology, Nomenclature, Bibliography,* page 88.)

LEWIS RIVER, a stream rising in the northern part of Skamania County and flowing southwestward into the Columbia River, serving as the boundary between Clarke and Cowlitz Counties. It was named for A. Lee Lewis whose land claim was about seven miles from its mouth. (H. H. Bancroft, *Works,* Volume XXXI., page 10, note 23.) A former name was "Cathlapootle." The two main branches are now called North Fork Lewis River and South Fork Lewis River. The railroad surveyors, 1853, called the north fork "Cath-la-pootle River." (*Pacific Railroad Reports,* Volume XI., Part II., Map 3.)

LEWISTON RAPIDS, in Snake River, Asotin County. See Clarkston for an association of two names there.

LIARS' CREEK, see Thompson Creek.

LIBERTY, a town in the north central part of Kittitas County, named by Gus Nelson in 1892. (E. G. Powers, in *Names MSS.,* Letter 295.)

LIBERTY BAY, an extension of Port Orchard Inlet, in Kitsap County. The former name, "Dog Fish Bay" was evidently distasteful to the people living there . In 1893, Representative C. H. Scott introduced a bill to change the name to Liberty Bay. The bill was referred to the committee on education, in whose possession it died. In 1899 Representative F. E. Patterson, of Kitsap County, introduced a bill to change the name from Dog Fish to Paulsbo Bay. On February 16, 1899, the House, in playful mood, refused to adopt the committee's report to indefinitely postpone the bill. Instead, it was amended by the substitution of "Patterson"

for "Paulsbo" and then the bill was passed by a vote of 58 to 12. Mr. Patterson himself voted in the negative. In the Senate it was referred to the Committee on State, Granted, School and Tide Lands in whose possession it died. (*House Journal, State of Washington,* 1899, pages 340, 453-454, 464; *Senate Journal,* 1899, pages 447, 469.) No subsequent action was taken by the Legislature and the name Liberty Bay seems to be growing by usage.

LIBERTY LAKE, in the central part of Spokane County. It is said to have been named for Louis La Liberte, a foreman of Mr. Shaw, Hudson's Bay Company agent. (N. W. Durham, *Spokane and the Inland Empire,* page 53.)

LILLIWAUP, a river, and bay on the west of Hood Canal, Mason County. The word is from the Skokomish or Twana Indian language meaning "inlet." (Rev. Myron Eells in *American Anthropologist,* January, 1892.)

LIME LAKE, a small lake north of Metaline Falls in Pend Oreille County. It was named because of a deposit of lime on the entire bottom of the clear-watered lake. (E. O. Dressel, in *Names MSS.,* Letter 51.)

LINANANIMIS, see Duwamish River.

LINCOLN COUNTY, established by the Legislature of Washington Territory on November 24, 1883, and named in honor of Abraham Lincoln. See also Douglas County.

LINCOLN CREEK, a small tributary of Chehalis River near Centralia. The Indian name was "Natchel" meaning a place where camas grows. Frank M. Rhodes took up a homestead on the creek. He was a staunch Republican and, Lincoln being President at the time, he declared the change of the creek's name in the presence of the following pioneers: George Gibson, Samuel Taylor, J. W. Ingalls and W. W. Ingalls. (Henry A. Dunckley, in *Names MSS.,* Letter 54.)

LIND, a town in Adams County, named by the Northern Pacific Railroad Company thirty years ago. (H. R. Williams, Vice President of the Chicago, Milwaukee & St. Paul Railway Company, in *Names MSS.,* Letter 530.)

LINDBERG, a town in Lewis County, named for Gustaf Lindberg, of Tacoma, who owned the sawmill and logging camps which made up the town. (Hugo Lindberg, assistant postmaster, in *Names MSS.,* Letter 20.)

LION GULCH, north of Liberty, in the north central part of Kittitas County. It was named by Pat Lions, a prospector about

thirty years ago. (E. J. Powers, Liberty, in *Names MSS.*, Letter 295.)

LIPLIP POINT, the southeastern point of Marrowstone Island, in the northeastern corner of Jefferson County. It was named by the Wilkes Expedition, 1841, (United States Exploring Expedition, *Hydrography* or Volume XXIII., page 314 and Atlas, Maps 77 and 78.) The word in the Chinook Jargon means "boiling."

LISABEULA, a town on the west shore of Vashon Island, King County. The first postmaster at the settlement, a man named Butts, combined the names of two daughtes, Elisa and Beulah, and, dropping the first and last and letters, formed a name which was accepted. (J. W. A. Myers, in *Names MSS.*, Letter 227.)

LITTLE BALDY, see Mount Spokane.

LITTLE BELT PASSAGE, the waterway between the southern ends of San Juan and Lopez Islands. It was named by the Wilkes Expedition, 1841, as part of the scheme to honor the American Navy. He had called San Juan Island "Rodgers Island" after Commodore John Rodgers and the northern channel he called "President's Passage" and the southern one 'Little Belt Passage" because Commodore Rodgers, while in command of the flagship *President* had an encounter with the British ship *Little Belt* on May 16, 1811, which was one of the preliminaries of the War of 1812. (Edmond S. Meany, *Origin of Geographical Names in the San Juan Archipelago* in the *Seattle Post-Intelligencer,* June 6, 1915.) The United States Coast and Geodetic Survey Chart 6380, corrected to August 8, 1914, gives the name of "Little Belt Passage" as Middle Channel.

LITTLE DALLES, rapids in the Columbia River, about sixteen miles below the international boundary, Stevens County. A village nearby bears the same name.

LITTLE FALLS, see Vader, Lewis County.

LITTLE KACHESS LAKE, a small lake about a mile above Kachess Lake, Kittitas County. The railroad surveyors, 1853, sought to retain a separate Indian name, *Pilwaltas,* for the smaller lake. (*Pacific Railroad Reports,* Volume I., page 210.)

LITTLE MOUNTAIN, on San Juan Island, southwest of Friday Harbor. The British Admiralty Chart 2840, Richards, 1858-1861, indicated Mount Little and Little Mountain, within a few miles of each other. The Mount Little has become Little Mountain on the United States Coast and Geodetic Survey Chart 6380 and the other is omitted as to name.

LITTLE ROCK, a town in the southwestern part of Thurston County, named by a Mr. Shumach for a stone "which is shaped by nature for a perfect mounting stone." (Postmaster, Little Rock, in *Names MSS.*, Letter 541.)

LITTLE SALMON RIVER, see Wehaha River, Asotin County.

LITTLE SPOKANE RIVER, see Spokane River.

LOA POINT, the Wilkes Expedition, 1841, gave this name to what is now charted as Nisqually Head at the southwest entrance to Nisqually River. (Volume XXIII, *Hydrography,* page 321, and atlas, chart 79.) In the biography of Wilkes, in *Appleton's Cyclopedia of American Biography,* an incident is given of his making investigations on the summit of "Manna Loa,,' which is probably the origin of the word he sought to use at Nisqually Head.

LOCKE, a town in the central part of Pend Oreille county. It was named for the man who owned the land there. (Postmaster, in *Names MSS.* Letter 188.)

LODGE CREEK, a small stream flowing from Lodge Lake. Both names were suggested by The Mountaineers in 1916 who maintain a lodge near the summit of the Cascades near Snoqualmie Pass. (Report to the United States Geographic Board, see *Names MSS.* Letter 580.)

LOFALL, a postoffice on Hood Canal, in the northwestern part of Kitsap County, named in honor of H. Lofall who owned the land at the time when the postoffice was established. (W. Witherford, postmaster, in *Names MSS.* Letter 9.)

LONE TREE, a village on the sand point at the north entrance to Gray's Harbor. Attention was called to the lone tree by Captain Robert Gray when he discovered the harbor in May, 1792. The Daughters of the American Revolution have put at the base of the historic tree a boulder bearing a bronze inscription. The tree may be seen for miles out at sea. (Harriet M. Carpenter of Aberdeen in *Names MSS.*, Letter 491.)

LONG BAY, a former name of Kilisut Harbor in the eastern part of Jefferson County. (See biography of Albert Briggs in H. K. Hines: *History of Washington,* page 862.)

LONG BEACH, a town in the western part of Pacific County. Professor W. D. Lyman says: "Between the head of the bay and its mouth is a strip of beach a mile or two wide and twenty miles long, which, commonly called Long Beach, is one of the most superb places of the kind in the country. There is an unbroken carriage

drive on the hard beach of twenty miles." (*History of the Pacific Northwest: Oregon and Washington,* Volume II., page 104.)

LONGBRANCH, a town on Dayton Passage in the western part of Pierce County. It was named for the town in New Jersey. (E. Shellgun, postmaster, in *Names MSS.*, Letter 103.)

LONG ISLAND, in Willapa Harbor in the western part of Pacific County. It is mentioned by that name by James G. Swan in 1857 (*Northwest Coast,* page 98) and by the United States Coast Survey in 1858 (*United States Public Documents,* Serial Number 1005, page 404.) The waterway between the island and the mainland is called Long Island Slough.

LONG ISLAND, southwest of Lopez Island in San Juan County. It was one of the Geese Islets on the chart of the Wilkes Expedition, 1841. The name Long Island first appeared on the British Admiralty Chart, 2689, Richards, 1858-1859.

LONG LAKE, in Kitsap County, about two miles west of Fragaria. It was so named because of its long narrow form. (M. B. Fountain, of Fragaria, in *Names MSS.*, Letter 547.)

LONG LAKE, in Thurston County. It was named by Tilden Sheats, a contract government surveyor, in 1853. (J. W. Mayes, of Union Mills, in *Names MSS.*, Letter 133.)

LONGS, a railroad station in Columbia County, midway between Dayton and Huntsville. It was an important place in the early days, the first flouring mill in the county being located there in 1866, when it was known as Milton Mills. (*History of Southeastern Washington,* page 379.)

LONGVIEW, a town in Benton County on the north bank of the Columbia River. It was first named Gravel on account of the prevailing material there. It was changed to Francis and again to Tuton. This was thought to conflict with the name of another station, Luzon, and was again changed to Longview, on account of the long view of the Columbia River. (L. C. Gilman, in *Names MSS.*, Letter, 590.)

LOOMIS, a town in the northern part of Okanogan County named in honor of J. A. Loomis, the first merchant there. (William J. Ford, postmaster, in *Names MSS.*, Letter 264.)

LOON LAKE, a lake and town of the same name in the southeastern part of Stevens County. "It was named on account of the large number of loons. Many come here now after the camping season is over." (Evan Morgan, in *Names MSS.*, Letter 109.)

LOONWIT LETKA see Mount St. Helens.

LOPEZ ISLAND, in San Juan County. The Spaniards in 1791 included this island in their Isla y Archipelago de San Juan. (See pages 120-121.) The Wilkes Expedition, 1841, charted it as "Chauncys Island." (Volume XXIII, *Hydrography,* chart 77.) This was an honor for Captain Isaac Chauncy, a hero of the United States Navy. Captain Henry Kellett, of the British Navy restored a Spanish name in 1847 using part of the name of Lopez Gonzales de Haro, reputed to have been the first discoverer of the archipelago. (J. G. Kohl in *Pacific Railroad Reports,* Volume XII., Part I., page 298.) The name Lopez has since been attached to a number of other geographic features.

LOPEZ SOUND, southeast of Lopez Island. Among the names given by the Wilkes Expedition, 1841, and spared by Captain Henry Kellet in 1847, was that of Decatur Island. (See pages 64-65.) In the War of 1812, Captain Decatur after a terrific fight captured the British frigate Macedonian. To intensify the honor for Captain Decatur, the Wilkes Expedition, 1841, named the water nearly surrounding Decatur Island "Macedonian Crescent." (Volume XXIII, *Hydrography,* chart 77.) This name was changed to Lopez Sound by the United States Coast Survey in 1854. (*Pacific Coast Pilot,* page 562, note.) The outlet north of the island is called Thatcher Pass and that to the south, Lopez Pass.

LOST CREEK, a small stream and town of the same name in the central part of Pend Oreille County. Two origins for the name are given. One states that a Hudson's Bay Company trapper was lost there and never found. Another states that the creek loses itself in part of its course. (Postmaster at Lost Creek, in *Names MSS.,* Letter 422.) There are nine other creeks so named in Washington.

LOUSE ROCKS, see Mis Chin Rocks.

LOUWALA-CLOUGH, see Mount St. Helens.

LOWGAP, a town in the southwestern part of Grant County. It was named for the gap in Frenchman Hill by G. Grant in 1905. (Postmaster at Lowgap, in *Names MSS.,* Letter 217.)

LOW ISLAND, one of the seven Wasp Islands northwest of Shaw Island in San Juan County. It first appears in the British Admiralty Chart 2689, Richards, 1858-1859.

LOW POINT, on the Strait of Juan de Fuca at the mouth of Lyre River in the northern part of Challam County. The name first appears on the British Admiralty Chart 1911, Kellett, 1847.

LOWE LAKE, see Hewitt Lake.

LOWELL, a suburb of Everett, in Snohomish County. The site was first occupied in September, 1863, by Eugene D. Smith and Otis Wilson, loggers. When a postoffice was obtained in 1871 it was named by Reuben Lowe, a native of Lowell, Massachusetts. (*History of Skagit and Snohomish Counties,* pages 358-359.)

LOWHUM, said to be an Indian name for Deschutes River.

LUCAS, a town in the north central part of Klickitat County. It was named in November, 1900, after Samuel Lucas, pioneer settler and first postmaster. (G. C. Jacroux, in *Names MSS.*, Letter 62.)

LUCERNE, a town on the shore of Lake Chelan in Chelan County. It was named by a lady from Switzerland in June, 1903, because she thought it resembled the lake of that name at her home. (Postmaster at Lucerne, in *Names MSS.*, Letter 539.)

LUCKY ROCK, in the southern part of Kittitas County near the Yakima County boundary. It is granite about seven feet long and three feet wide. If an Indian should fall in sliding down the rock it was counted bad luck. If an Indian boy when being taught to slide should fall and cry his father thought him to be no account. This tradition was obtained from Mr. Houser. (Seventh Grade in the Ellensburg State Normal School: *History of Kittitas Valley,* page 4.)

LUMMI, the name of a tribe of Indians in Whatcom County, which has been applied to a bay, Indian reservation, Island, point, river and rocks, all in the vicinity of Bellingham Bay. The Spanish chart of 1792 by Galliano and Valdes show Lummi Bay, northwest of Lummi Island as "Ensenada de Locra." (*United States* Public Documents, Serial Number 1557, chart L.) Lummi Island was given the Spanish name of "Isla de Pacheco," which was part of the long name of the Viceroy of Mexico. (See Guemes, pages 105-106) The Wilkes Expedition, 1841, changed the name to "McLaughlin's Island," an honor intended for Dr. John McLaughlin, Chief Factor of the Hudson's Bay Company at Fort Vancouver. The name was again changed in 1853 by the United States Coast Survey to Lummi Island "because inhabited by that tribe." (*Pacific Coast Pilot,* page 567, note.) That name has been used on all subsequent charts and has been applied to several other geographic features in the neighborhood. The Bureau of American Ethnology says the Lummi tribe was quite distinct from the Nooksak tribe neighboring on the north. (*Handbook of American Indians,* Part I., page 778.)

LUZON, the former name of a railroad station on the north bank of the Columbia River, in Benton County, now changed to Whitcomb.

LYLE, a town on the north bank of the Columbia River in the southwestern part of Klickitat County. The steamboat landing has borne that name for more than forty years. It was in honor of John O. Lyle, original owner of the townsite, who died there on October 21, 1909.

LYMAN, a town in the western part of Skagit County. It was named for B. L. Lyman, the first postmaster, in 1880. The townsite was platted in 1884 by Otto Klement. (Postmaster in *Names MSS.*, Letter 34 and *History of Skagit and Snohomish Counties,* page 246.)

LYNCH COVE, the lower extremity of Hood Canal, in the eastern part of Mason County. It was named by the Wilkes Expediton, 1841. (Volume XXIII., *Hydrography,* atlas, chart 78.) The honor was undoubtedly intended for Lieutenant William Francis Lynch, of the United States Navy, who explored the Jordan and the Dead Sea.

LYNDEN, a town in the northern part of Whatcom County. It was named in 1870 by Mrs. Phoebe N. Judson, the first white woman living in Whatcom County north of Bellingham. She liked the name in the old poem "On Linden when the sun was low" and changed the "i" to "y" as she thought it made a prettier name. (Phoebe Newton Judson, in *Names MSS.*, Letter 187.)

LYRE RIVER, flowing into the Strait of Juan de Fuca in the northern part of Clallam County. Captain Eliza's Spanish chart of 1791 shows it as "Rio Cuesta." (*United States Public Documents,* Serial Number 1557, chart K.) Captain Kellett changed it in 1847 to River Lyre on the British Admiralty chart 1911. It appears as Lyre River on all present day charts.

Mc

MC ADAM, a town in the eastern part of Franklin County, named for the old settler who owned the land at that point. (L. C. Gilman, in *Names MSS.*, Letter 590.)

MC ALEER CREEK, a small stream which drains Lake Ballinger, in the southern part of Snohomish County, into Lake Washington. Both lake and creek were named for Hugh Mc Aleer, patentee of the lands surrounding the lake. See information under the heading, Lake Ballinger, as to the change in the lake's name.

Mc ALLISTER CREEK, a small stream rising at Mc Allister Springs in the northeastern part of Thurston County and flowing into Puget Sound near the mouth of Nisqually River. This creek or part of it was once known as Medicine Creek and under that name because famous when Governor Isaac I. Stevens held an Indian council on its banks and made the treaty with the Nisqually and other tribes on December 26, 1854. That treaty gives the Indian name of the creek as "She-nah-nam." Ezra Meeker says She-nah-nam is the Indian name of Mc Allister Creek and that Medicine Creek is a tributary having the Indian name "Squa-quid." (*Pioneer Reminiscences,* page 233.)

Mc CARTHY POINT, the northwest cape of Mc Neil Island, in the northwestern part of Pierce County. The Government charts do not carry a name for this point. The shoal which is an extension off shore of the point is charted as Wyckoff Shoal. On the British Admiralty Chart 1947, R. N. Inskip mapped Mc Carthy Point, thus honoring Lieutenant Henry H. Mc Carthy on the "Fisgard," in 1846.

McCLEARY, a town in the eastern part of Grays Harbor County, named in honor of Henry Mc Cleary, President of the Henry Mc Cleary Timber Company in 1910. The postoffice was moved from Summit and the name changed to Mc Cleary on January 1, 1911. (L. M. Craft, in *Names MSS.*, Letter 121.)

Mc CORMICK, a town in the western part of Lewis County, named about 1898 in honor of H. Mc Cormick of the Mc Cormick Lumber Company. (Mc Cormick Lumber Company, in *Names MSS.*, Letter 119.)

Mc CREDIE, a town in the southeastern part of Klickitat County, named in honor of Judge W. W. Mc Credie of Vancouver who was known as Portland's baseball magnate. (L. C. Gilman, in *Names MSS.*, Letter 590.)

Mc DONOUGH'S ISLAND, see Camano Island.

Mc DONALD, see Ewaha River. Before the name was changed it was an honor for W. D. Mc Donald, first settler and postmaster. (H. B. Herrick, in *Names MSS.*, Letter 267.)

McGEES, a town on Port Discovery in the northeastern part of Jefferson County, named by A. Loasby in September, 1906, in honor of Samuel Mc Gee, a citizen of the place. (Postmaster at Port Townsend, in *Names MSS.*, Letter 311.)

Mc GOWANS, a town on the Columbia River in the southwest-

ern part of Pacific County, named in honor of P. J. Mc Gowan, a pioneer settler. (Postmaster, in *Names MSS.*, Letter 55.)

Mc Gregor, see Gregor.

Mc Innis Mills, a former town in the central part of Pend Oreille County, opposite Jared on the Pend Oreille River. About 1902 John Mc Innis and two sons built a mill there but it was dismantled and the site abandoned in 1907. (C. B. Penfield, in *Names MSS.*, Letter 165.)

Mc Laughlin, a railroad station on the Spokane, Portland & Seattle Railway in Clarke County, named in honor of Dr. John McLoughlin, Chief Factor of the Hudson's Bay Company. (L. C. Gilman, in *Names MSS.*, Letter 590.)

Mc Laughlin Island, see Lummi Island.

Mc Murray, a town on the shore of Lake Mc Murray in the southwestern part of Skagit County. The town was platted by Dr. Marcus Kenyon when the railroad came in 1890. The name is in honor of a pioneer settler. (*History of Skagit and Snohomish Counties*, pages 241-242.)

Mc Neil Island, in the northwestern part of Pierce County. It was named by the Wilkes Expedition, 1841, in honor of Captain William Henry Mc Neill of the famous British steamer "Beaver." See Anderson Island for a discussion of reasons why Wilkes honored the two officers at Fort Nisqually. Captain R. N. Inskip sought to change the name of the island to "Duntze Island" in honor of Captain John A. Duntze of the British frigate "Fisgard." (*British Admiralty Chart* 1947.) That was in 1846 and the following year another British officer, Captain Henry Kellett, restored the name of Mc Neil Island. (*British Admiralty Chart* 1911.) That name has persisted though one "l" is dropped from the man's name. Captain Mc Neill was a Yankee, born in Boston in 1803. He had a remarkable career in the Northwest. After resisting the Hudson's Bay Company in 1832 he sold his brig "Llama" to the company and entered its employ, rising later to the rank of Chief Factor. He became master of the steamer "Beaver" in 1837, remaining in her until 1843. The old steamer was undergoing repairs at Fort Nisqually when the Wilkes Expedition arrived there in 1841. Captain Mc Neill died at his home near Victoria on September 4, 1875. (Captain John T. Walbran: *British Columbia Coast Names*, pages 391-393.)

M

MABANA, a postoffice on the southwestern shore of Camano Island in Island County, named by J. A. Woodard on May 15, 1912, in honor of Miss Mabel Anderson, daughter of Nils Anderson, an old settler who had come from San Francisco in 1881. The "Mab" was taken from Mabel, the "an" from Anderson and the "a" was added for convenience. (Nils Anderson, in *Names MSS.*, Letter 369.)

MABTON, a town on the Northern Pacific Railway in the southeastern part of Yakima County. The origin of the name is said to be unknown in the town. (W. F. Fowler, publisher of the *Mabton Chronicle*, in *Names MSS.*, Letter 404.) Twenty years ago while railroad trouble held a train at the then bleak station, Mrs. Mabel Baker Anderson, wife of Professor L. F. Anderson of Whitman College, said the station had been named in her honor. Mrs. Anderson was the daughter of Dr. Dorsey S. Baker, pioneer railroad builder of Walla Walla. Though she had traveled much in America and Europe, Mrs. Anderson's home was always in Walla Walla. She died there August 16, 1915. (Edmond S. Meany, in *Names MSS.*, Letter 415.)

MACEDONIAN CRESCENT, see Lopez Sound.

MACHIAS, a town on the Northern Pacific Railway in the west central part of Snohomish County, named for Machias, Maine. The first settler there in 1877 was Charles Niemeyer. The town was platted and named in 1888 by L. W. Getchell, son of a shipbuilder in Machias, Maine, who was successful in California, Nevada and Washington. (Julian Hawthorne: *History of Washington*, Volume I., pages 437-439.)

MACKAYE HARBOR, on the south shore of Lopez Island in San Juan County. The name first appears on the British Admiralty Chart 2689, Richards, 1858-1859.

MADRONA PENINSULA, lying between North Bay and Friday Harbor on San Juan Island in San Juan County. Madrona Point is on the north side of the peninsula. The names were given by Walter L. C. Muenscher, because of the large number of Madrona trees in that vicinity. (*Puget Sound Marine Station Publications*, Volume I., page 81,)

MAE, a postoffice, four miles west of Moses Lake, in Grant County, named by J. B. Lee on February 1, 1907, in honor of Mrs. Mae Shoemaker, the first postmistress. (Ella M. Hill, postmistress, in *Names MSS.*, Letter 41.)

MAGIC CITY, a name sometimes applied to Anacortes.

MAGNOLIA BEACH, a town on the southeast shore of Vashon Island in the southwestern part of King County. Silas Cook secured the homestead in 1878. Charles A. Cook platted the town in 1902. The family had come from Magnolia, Iowa. (I. H. Case, in *Names MSS.*, Letter 540.)

MAGNOLIA BLUFF, a bluff in the northwestern part of Seattle, King County, named by Captain George Davidson of the United States Coast Survey in 1856. (*Pacific Coast Pilot,* page 607.) No magnolia trees are native there. Madrones and balms (ceanothus) were plentiful and may have been mistaken for magnolias.

MAKAH, an Indian Reservation in the northwestern part of Clallam County, named for the Indian tribe who lived there. See *Cape Flattery,* pages 35-36. The word *Makah* means "the people who live on a point of land projecting into the sea," or, more briefly, "the cape people." *Klasset,* a former name of Cape Flattery, means the same thing in another Indian language. (Rev. Myron Eells, in *American Anthropologist,* January, 1892.)

MALDEN, a town in the northern part of Whitman County, named by H. R. Williams, vice-president of the Chicago, Milwaukee & St. Paul Railway, after a town of that name in Massachusetts. (H. R. Williams, in *Names MSS.*, Letter 530.)

MALTBY, a town in the southwestern part of Snohomish County, named for Robert Maltby, a dealer in real estate. (Postmaster at Maltby, in *Names MSS.*, Letter 458.) The site was homesteaded by Mr. Dunlap in 1887. The next year a postoffice was secured and named Yew which was later changed to Maltby. (*History of Skagit and Snohomish Counties,* page 375.)

MANASTASH CREEK, a tributary of the Yakima River from the west in the south central part of Kittitas County. The early railroad surveyors first charted it as "Ptehnum River, but on the supplementary sketch by A. W. Tinkham in January, 1854, it is shown as "Mnas-a-tas," forerunner of the present spelling. (*Pacific Railroad Reports,* Volume XI., Part II., Chart 3.)

MANETTE, a town at the east entrance to Washington Narrows, opposite Bremerton, Kitsap County. After the people had finished building their wharf, the first steamer to use it bore the name which the people by majority vote adopted for their new town. (J. H. Martin, in *Names MSS.*, Letter 486.)

MANHAIT POINT, on the north shore of Mc Neil Island, named by the Wilkes Expedition, 1841. (Volume XXIII., *Hydrography,*

Atlas, Chart 79.) The name does not appear on the United States Coast and Geodetic Survey chart 6460.

MANN'S LANDING, see Fir.

MAN OF WAR HARBOR, a former name for Griffin Bay, on the southeast shore of San Juan Island.

MANSFIELD, a town in the northern part of Douglas County, named about 1905 by R. E. Darling in honor of his home town in Ohio. (B. C. Ferguson, in *Names MSS.*, Letter 77.) The Ohio town was named for Colonel Jared Mansfield, at one time surveyor-general of the United States. (Henry Gannett: *Origin of Certain Place Names in the United States,* page 198.)

MANSON, a town on the east shore of Lake Chelan, in Chelan County, named in 1912 by the Lake Chelan Land Company in honor of Manson F. Backus, of Seattle, president of the company. (R. Little, in *Names MSS.*, Letter 465.)

MAPLE COVE, on Whidbey Island, opposite Everett. Large maples abound there which gave origin to the name. (E. M. Hawes, in *Names MSS.*, Letter 24.)

MAPLECREEK, a postoffice at the foot of Knapp's Hill in the southeastern part of Chelan County. The land, now in the hands of C. J. Duhamel, was first owned by Frank Knapp for whom were named Knapp Coulee and Knapp's Hill. (C. J. Duhamel, in *Names MSS.*, Letter 318.)

MAPLEVALLEY, a town in the central part of King County. The first name chosen by the three first settlers, G. W. Ames, C. O. Russell and Henry Sidebotham, was "Vine Maple Valley," on June 3, 1879. When the postoffice was secured by C. O. Russell in 1888, the name was shortened to Maplevalley. The name was suggested by the character of the forest there and in the deep valley of Cedar River. (Postmaster, in *Names MSS.*, Letter 531.)

MA-QUA-BUCK, said to be an Indian name for Alki Point. (J. A. Costello: *The Siwash.*) See Alki Point, page 4, and Battery Point, page 15.

MARBLE, a town in the northern part of Stevens County, named for the extensive deposits of marble found there. (Joseph T. Reed, in *Names MSS.*, Letter 125.)

MARCELLUS, a town in the north central part of Adams County, named for some person in the East whose other name is forgotten. (H. R. Williams, vice-president of the Chicago, Milwaukee & St. Paul Railway, in *Names MSS.*, Letter 589.)

MARCH POINT, the east cape of Fidalgo Bay in the western part of Skagit County. The Wilkes Expedition, 1841, shows it as "Sachem Point." (Volume XXIII., *Hydrography,* atlas, chart 92.) It is possible that the present name is an honor for Hiram A Marsh, who had great success raising caulifiower seed near there in 1891. (Elwood Evans and Edmond S. Meany: *The State of Wshington,* page 170.)

MARCUS, a town in the northwestern part of Stevens County. On September 8, 1863, Marcus Oppenheimer and W. V. Brown took possession of some buildings abandoned by the British Boundary Commission. Brown died and Oppenheimer filed a homestead and the town when established on the site, was named for him. (N. W. Durham: *Spokane and the Inland Empire,* page 273.)

MARENGO, a town in the east central part of Adams County, named "after the Battle of Marengo." (H. R. Williams, vice-president of the Chicago, Milwaukee & St. Paul Railway, in *Names MSS.,* Letter 589). In 1876 there was an effort to establish a town with that name in Columbia County. In that case the name was an honor for the land owner Louis Raboin locally known as "Marengo." In the election for county seat Dayton received 418 and Marengo, 300. That Marengo existed chiefly on paper. (*History of Southeastern Washington,* pages 294-295.)

MARROWSTONE POINT, the northeastern point of Marrowstone Island, in the northeastern part of Jefferson County, named by its discoverer Captain George Vancouver, of the British Navy, on May 8, 1792, stating that the cliff was composed mostly of "marrow stone." (*Voyage Round the World,* second edition, Volume II., pages 78-79.) An unsuccessful effort to change the name was made by the Wilkes Expedition, 1841, to honor one of the officers. See Craven Peninsula, page 60.

MARSHALL, a town in the central part of Spokane County, named in March, 1880, for William H. Marshall who came to Washington Territory from California in 1878. (Postmaster, in *Names MSS.,* Letter 166. *History of Spokane County,* page 279.)

MARSHVILLE, a former local name on the west side of Olympia Harbor, for Edwin Marsh who settled there in 1851. (H. H. Bancroft: *Works,* Volume XXXI., page 364.)

MARTIN, a town near the Stampede Tunnel in the west central part of Kittitas County. Judge Conkle named it "Marten" as some hunters killed a pine-marten there. They named the stream Pine-

Marten Creek. From that has come the slightly changed name. (Mrs. Jennie Whittington Mc Kinney, in *Names MSS.*, Letter 379.)

MARTIN ISLAND, in the Columbia River, in the south central part of Cowlitz County. The Wilkes Expedition, 1841, mapped it as "Smoke Island" and Martin Slough nearby was shown as "Stiak Run." (Volume XXIII., *Hydrography,* atlas, chart 71.)

MARTINDALE, a railroad station in the southern part of Franklin County, named for M. P. Martin, comptroller of the Northern Pacific and the Spokane, Portland & Seattle Railway Companies. (L. C. Gilman, in *Names MSS.*, Letter 590.)

MARYHILL, a town on the north bank of the Columbia River, in the south central part of Klickitat County. It was formerly known as Columbus. When Samuel Hill acquired an estate there, he accepted the suggestion of his guest, M. Jusserand, French Ambassador to the United States, to use the word Maryhill as Mr. Hill's wife and daughter and Mrs. Hill's mother all bore that name.

MARYSVILLE, a town in the west central part of Snohomish County. It was founded by J. P. Comeford, a native of Ireland who served in the Union army during the Civil War. While Indian Agent at Tulalip in 1872, he purchased 1280 acres of land from John Stafford, Truman Ireland, Louis Thomas and Captain Renton. In September, 1877, he began to construct a store and wharf. Among the first comers were James Johnson and Thomas Lloyd of Marysville, California, who suggested that name for the new town. (*History of Skagit and Snohomish Counties,* pages 345-349.)

MASHEL CREEK. a tributary of the Nisqually River near Lagrande in south central Pierce County. (Henry Landes: *A Geographic Dictionary of Washington,* page 195.) Former names have been "Michel River" and "Mishall Creek."

MASON COUNTY, organized by act of the legislature dated March 13, 1854, under the Indian name of Sawamish County. On January 3, 1864, the name was changed to honor Charles H. Mason, first secretary of the Territory of Washington, who had died in 1859 after gallant and efficient services as secretary and acting governor during the Indian wars. He had graduated from Brown University in 1850. (H. H. Bancroft: *Works,* Volume XXXI pages 77 and 211.)

MASON LAKE, in the east central part of Mason County, named in honor of Charles H. Mason. (Clara M. Strong, in *Names MSS.* Letter 207.) On many old charts it is shown as "Kellum's Lake" or "Lake Kelllim" See Kellum's Lake Isthmus, page 128.

MASSACRE BAY, at the head of West Sound, Orcas Island, in San Juan County. The name first appears on the British Admiralty Chart 2689, Richards, 1858-1859. The explorers found evidences of Indian battles there as they sprinkled in the vicinity such names as Skull Rock, Haida Point, Indian Point and Victim Island.

MATIA ISLANDS, a group northeast of Orcas Island, San Juan County. The Spanish charts of Eliza, 1791, and of Galliano and Valdes, 1792, show the name "Isla de Mata." (*United States Public Documents,* serial number 1157, charts K. and L.) The Wilkes Expedition, 1841, charted "Edmunds Group." The name Matia was conferred by the United States Coast Survery in 1854. (*Pacific Coast Pilot,* page 569.)

MATS MATS, a small harbor near Port Ludlow in the northeastern part of Jefferson County. The name is first mentioned in the Report of the Superintendent of the United States Coast Survey for 1856. (*United States Public Documents,* serial number 888, page 86.)

MAUD, a town in the western part of Stevens County, named for Miss Maud Morgan, daughter of S. C. Morgan, a pioneer of 1885. (Postmaster at Gifford, in *Names MSS.* Letter 106.)

MAURY ISLAND, southwest of Vashon Island, in the southwestern part of King County, named by the Wilkes Expedition, 1841, in honor of Lieutenant William L. Maury of the Expedition. The name has remained without change on all charts subsequent to 1841.

MAXWELTON, a village on the southern shore of Whidby Island, in Island County, named by the MacKee brothers "in honor of the bonny braes of Scotland." (J. E. Montgomery, in *Names MSS.* Letter 436.)

MAY CREEK, a village n the eastern shore of Lake Washington, opposite Mercer Island, King County, named for Mr. May who first started to homestead on land now a part of the Colman farm. (George L. Colman, of Kennydale, to K. M. Laurie, of Hazelwood, October 10, 1915, in *Names MSS.* Letter 221.)

MAY'S INLET, a name conferred on part of Port Orchard, Kitsap County, by the Wilkes Expedition, 1841. Commander Wilkes wrote: "Properly speaking, Rich's Passage is a part of Port Orchard, but as there were so many branches, I thought it necessary to give the arms which lead into it different names, reserving the name given by Vancouver to the largest: the others we called Dye's, Sinclair's and May's Inlets." (Volume XXIII., *Hydrography,* page 317.) The names used were those of officers with the expedition.

William May had the rank of Passed Midshipman. The map of the expedition did not show the inlet receiving his name. It later got a local name "Dog Fish Bay," which was recently changed. See Liberty Bay.

MAYFIELD, a town on the Cowlitz River in the central part of Lewis County, named for W. H. Mayfield in 1891. (Postmaster, in *Names MSS.* Letter 258.)

MAYFIELDS CREEK, a tributary of the Bogachiel River in Clallam County, named for a pioneer, Jesse Maxfield. (Fanny Taylor, in *Names MSS.*, Letter 307.)

MAYVIEW, a postoffice in the northeastern part of Garfield County. It was named in 1880 by Henry Victor. The first postmistress was Mrs. W. L. Cox. In 1885, the postoffice was moved to the residence of L. H. Bradshaw but the name was not changed. (Chester Victor, in *Names MSS.*, Letter 588, and *History of Southeastern Washington,* page 548.)

MAZAMA, a town in the western part of Okanogan County. The placed was called "Goat Creek." When the postoffice was secured in 1899, they chose what they thought was the Greek word for mountain goat. They later thought that was not the meaning of the word. (Mrs. M. Stewart, in *Names MSS.* Letter 314.) They looked in the wrong dictionary. The word is Spanish, not Greek, and the meaning is "mountain goat."

MEAD, a town in the central part of Spokane County, named by James Berridge in honor of General George Gordon Meade of the Union Army in the Civil War. (Postmaster, in *Names MSS.* Letter 170.)

MEADOW CREEK, a town on a small stream of the same name at Keechelus Lake in west central Kittitas County. At the summit of the Cascades there is a meadow with two lakes. One is drained by this creek to the eastward and the other is drained to the westward. Thus arose the name. (Mrs. Jennie Whittington McKinney, in *Names MSS.* Letter 379.) The source of the creeks is called Meadow Pass.

MEADOWDALE, a town in the southwestern part of Snohomish County, named by the Washington Water Power Company when cleaned up and into grass it would be one vast meadow." (W. P. Cleveland, in *Names MSS.* Letter 456.)

MEADOW LAKE, a village in the west central part of Spokane County, named by the Washington Water Power Company when

its electric line was established about 1906. (C. Selvidge, of Four Lakes, in *Names MSS.* Letter 168.)

MEADOW POINT, on the shore of Puget Sound, north of the entrance to Salmon Bay in the northwestern part of King County, named by the United States Coast Survey from the nature of the point. (*Pacific Coast Pilot,* page 605.)

MEAGHERVILLE, a village in west central Kittitas County, named for T. F. Meagher, about 1890. (E. J. Powers, of Liberty, in *Names MSS.* Letter 295.)

MECENA POINT, see Baadam Point, page 11.

MEDICAL LAKE, a town and a lake of the same name in the west central part of Spokane County. Andrew Lefevre is counted the first settler, one authority giving the date as 1859 (*History of Spokane County,* page 268) and another as 1872 (Rev. H. K. Hines: *History of Washington,* page 342.) The last named authority, on page 401, gives a sketch of Stanley Hallett saying that he settled there in 1877 and gave the name to the town. It is claimed that the waters of the lake were believed by the Indians to be a cure for rheumatism. (Postmaster, in *Names MSS.* Letter 248.)

MEDICINE CREEK, see McAllister Creek.

MEDINA, a town on the eastern shore of Lake Washington, opposite Seattle, named in 1892 by Mrs. S. A. Belote. The name was taken from Medina, Turkey. (Postmaster at Medina, in *Names MSS.,* Letter 511.)

MEGLER, a town on the north bank of the Columbia River, in Pacific County, named for the pioneer legislator, Joseph G. Megler, who maintained a fish cannery at Brookfield. Mr. Megler died on September 10, 1915. (Postmaster at McGowan, in *Names MSS.,* Letter 55.)

MELAKWA LAKE, a small lake draining into Tuscohatchie Creek, in the eastern part of King County, named by The Mountaineers in 1916. The name is the Chinook word for "mosquito." (Report to United States Geographic Board, in *Names MSS.,* Letter 580.)

MEMALOOSE ISLANDS, interesting islands in the Columbia River near the Dalles. Lewis and Clark called one of them "Sepulchre Island," on which they counted thirteen burial huts some of them more than half filled with dead bodies. (O. D. Wheeler: *The Trail of Lewis and Clark,* Volume II., page 164.) Vic Trevett, a pioneer river man, was buried there at his own death-bed request.

His monument is a conspicuous landmark for those traveling on or near the river. The Indian word Memaloose means "dead."

MENDOTA, a town in the northwestern part of Lewis County, named in 1908 by the Mendota Coal & Coke Company, who had a mining company in Missouri with the same name. (P. L. Hansen, in *Names MSS.*, Letter 74.)

MENLO, a town in the central part of Pacific County. When the Northern Pacific Railway Company was building the branch line to Willapa Harbor, option real estate dealers were active. A flag station was located on the property of Lindley Preston to be known as "Preston." John Brophy, of California, had an option on the homestead of Horace Hastings, three quarters of a mile south. To boom his place he called it Menlo Park, after the Bidwell estate in California. The construction crew of the railroad, finding that "Preston" had already been used as a railroad station name and needing a name for their new station, took Brophy's big sign. They cut off the word "Park" and in that way Menlo was placed on the railroad and later on the maps. (E. W. Lilly, in *Names MSS.*, Letter 574.)

(To be continued)

DOCUMENTS

The Nisqually Journal

[*Continued from Volume XI, page 65.*]

[November, 1849.]

Tuesday 13th. Showery. Work as yesterday. In the evening Lieut: Dement[137] arrived on his way to Vancouver and two hours later Governor Colvile[138] and Mr. Douglas[139] from Victoria.

Wednesday 14th. Cowie[140] fixing posts to support beams in slaughter house. Messrs. Colvile and Douglas rode in the afternoon to Steilacoom to visit the officers.

Thursday 15th. Fine. Messrs. Colvile & Douglas started for Vancouver accompanied by Mr. C[hief]. T[rader]. Paul Fraser [page 48] and W. Macneill app[rentice]: P[ost]. M[aster]. their horses having been chiefly borrowed from Indians. Mr. C. T. Tod also arr[ive]d. per *Cadboro.*

Friday 16th. Rainy. Messrs. Ogden[141] and Mackay [142] started for Cowlitz today, having returned yesterday from their trip to Port Discovery. Adam Beinston,[143] who on the 31st Oct[obe]r. had his thumb severely lacerated by the bursting of a gun is now suffering from Traumatic Tetanus, which is becoming alarming severe.

Saturday 17th. Rainy Mr. L. M. Collins[144] settler in Nisqually bottom, who has just returned from California, called today and paid a balance of 42.75 due since the 15th March. He also made some purchases.

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137 Lieutenant John Dement, 1st Artillery, U. S. A.

138 Eden Colvile, Governor of Rupert's Land, head of the affairs of the Hudson's Bay Company.

139 Chief Factor James Douglas, resident at Victoria, and in charge of the affairs of the Department of the Columbia.

140 A servant.

141 Not the Chief Factor Peter Skeen Ogden of Vancouver but a nephew William S. Ogden, former apprentice clerk and apparently at this time in the service of Allan & Mackinlay upon a cruise about the Sound in search of likely sites for sawmills.

142 Now in the employ of Allan & Mackinlay but in 1841 one of a number of colonists imported from the Red River settlement founded by Lord Selkirk to carry on farming operations for the Puget's Sound Agricultural Co. Those settled by the Company at Nisqually were: Baldro, William; Birston, Alexander; Birston, James; Buxton, Henry; Calder, Horatio Nelson; Calder, Mickle; Cunningham, John; Flett, David; Flett, John; Flett, William; Johnson, John; Joyal, Toussaint; Mackay, Charles; Otchin, John; Spence, Archibald; Spence, John; Tate, John.

143 A servant.

144 Luther M. Collins, a pioneer of Oregon in 1847 later the first settler in King County.

Sunday 18th. Showery. Rode down in the afternoon to see Capt[ai]n. Sangster[145] who is complaining. Several drunken soldiers and Indians at the beach.

Monday 19th. Rainy. S. W. gales. Sandwich Islanders occasionally drunk, and often trafficking in one way or another with the crew of the American ship *Inez* to the neglect of their work.

Tuesday 20th. Rainy. Cowie placing tubs in slaughterhouse and arranging carts preparatory to the carting of beef from the plains.

Wednesday 21st. Fine. Sent a present of three carcasses Mutton to Captain Corser[146] & the crew of the *Genl. Patterson.*

Thursday 22nd. Showery. Men and Indians employed by turns in watching poor Adam Beinston who is becoming very weak. He made a will yesterday in favor of his two children, and appointed Thos. Linklater[147] executor of the Will and guardian of the children.

Friday 23rd. Showery. Had a visit today from Capts. Hill[148] and Corser. They had dinner and sat for a couple of hours after. In the evening Major Lee[149] of [Page 49] Genl. Smith's[150] staff arrived from Cowlitz. I proposed today to Captain Mosher[151] of the *"Inez"* to take about a thousand sheep to Victoria offering him a dollar pr. Sheep as freight, but he declined.

Saturday 24th. Fine. Major Lee after dinner, proceeded with his retinue to Steilacoom. Cowie and others repairing carts. Settled accounts with Captn. Mosher.

Sunday 26th. Incipant rain during last night and today. The three S[andwich]. Islanders Cowie, Kalama[152], and Keavehaccow[153] went on board the *"Inez"* yesterday, with their women, after the anchor had been raised, and they have not yet returned. The canoe they went in returned yesterday afternoon, the Americans Glasgow[154] and L. A. Smith[155] having come passengers in it. Ploughmen thrashing out Oats. Mr. Ross[156] in, making arrangements for commencing slaughtering.

Tuesday 27th. Rainy. No accounts of the Sandwich Islanders.

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145 Captain James Sangster, of the *Cadboro.*

146 Identity not ascertained.

147 A servant stationed at Tenalquot in the capacity of shepard.

148 Captain Bennett H. Hill, 1st Artillery, U. S. A., commanding officer at Steilacoom.

149 Major H. A. G. Lee, U. S. A.

150 General Percifer F. Smith, U. S. A.

151 Identity not ascertained.

152 A servant.

153 A servant.

154 Thomas W. Glasgow, a settler of 1847, and recently a squatter upon the Company's lands at the mouth of the Sequalitchew Creek where he proposed to build a mill.

155 Possibly Lyon A. Smith.

156 Mr. Walter Ross, clerk, but now living at Tlilthlow, a company station near Steilacoom.

Wednesday 28th. Clear, frosty. In the forenoon the S[andwich]. Islanders arrived having got a passage from where they quitted the *"Inez"* near Port Orchard, in as far as Steilacoom in the canoe of Pattakynum[157] the Snoqualimi chief.

Thursday 29th. Clear & frosty. Cowie assisted by Kalama and Keavehaccow (who is henceforth to be employed about the Fort) making a new cart wheel, and repairing another which will serve as its partner. Hytin, a Cowlitz[158] farm Indian lately engaged here, soeing wheat.

Friday 30th. Rainy. [page 50.]

December, 1849

Sat. 1st. Cloudy. Kanakas[159] employed making cart wheels and gutters for carrying off the rain water from the house roofs.

Sunday 2nd. Partial Sunshine. Showery. In the ev[enin]g. arrived at the beach from Victoria nineteen American passengers from California by the Am[erica]n. barque *John D. Cater*[160] which has been obliged to put into Ft. Victoria in distress. One of the Am[erica]ns. called in the ev[enin]g. accompanied by Thomas [Quamtany] the Interpreter who bro[ugh]t. letters C[hief]. F[actor]. Work[161] for Vancouver and this place.

Monday 3rd. Fine. Frosty. A busy day trading with the Americans who purchased to the amount of $121. Sowed 6 bushels Wheat.

Tuesday 4th. Frosty. Am[erica]ns. still here, horses for their transportation to Cowlitz not having been collected yet—shopping occasionally. Men employed as on Saturday. Beef arriving daily from the plains but no less than two cart wheels already broken. Genl. Smith and suite are said to have reached Steilacoom this evening.

Wednesday 5th. Frosty. Amr[ican]s. off this morning. Mr. C[hief]. T[rader]. Tod visited with the officers at Steilacoom and returning in the ev[enin]g. brought intelligence that Genl. Smith is to be here tomorrow.

Thursday 6th. Cloudy. Genl. Smith accompanied by Colonel Hooker[162] and Major Vinton[163] officers of his suite arrived in the

157 Patkanin. *See,* for his biography and description of a recent attack upon the Fort, this *Quarterly,* July, 1919, pp. 212 *et seq.*

158 The Cowlitz Farm, a separate post maintained by the Companies in the present townships 11 and 12 north, range 1, west Willamette meridian. At this time it consisted of some 1200 acres of tillable land fenced in, eleven barns and a mill.

159 Natives of the Sandwich Islands.

160 The passengers are bound for the Columbia and Oregon.

161 Chief Factor John Work.

162 Colonel Joseph Hooker, the "Fighting Joe Hooker" of the Civil War.

163 Major H. D. Vinton, Quartermaster of the Pacific Division.

forenoon and remained to dinner—all very agreeable gentlemanlike men.

Friday 7th. Went to Steilacoom to dine with Genl. Smith and the other officers and to settle some business with Mr. Talmadge[164] and the master of *Genl. Patterson.* Mr. Tod preferred remaining at home as we could not both conveniently leave. Beinston either better. [Page 51.]

Saturday 8th. Frosty. Sandwich Islanders at wheels and jobbing. Ploughs having been stopped for some days F[ort]. Indians employed in thrashing also all the others not occupied about beef curing.

Sunday 9th. Frosty. Accompanied Mr. Tod to Steilacoom to bid farewell to Genl. Smith and party, returned immediately in order to send on board the *Genl. Patterson* some potatoes (60 bushels) sold to Colonel Hooker.

Monday 10th. Showery. Mild. W[in]d. S[outherl]y. Mr. Ross who went down with the potatoes for the *Genl. Patterson* returned in the forenoon with the payment $120. Sandwich Islanders dressing wood for wheels. Keavechaccow cut his foot.

Tuesday 11th. About 3 inches snow on the ground this morning. Partial Sunshine in the afternoon and slight frost in the shade altho drops continue to fall from the eaves of the houses. Work as yesterday. Some Indians employed thrashing with horses.

Wednesday 12th. Snow. Mild. Keva making saddlebags. Cowie at wood for wheels, Kalama making a small cupboard for holding wine.

Thursday 13th. Strong gale during night. Rain. Snow rapidly disappearing. Slaughterhouse closed and hands belonging to it employed in thrashing oats and wheat. Sandwich Islanders employed as yesterday.

Friday 14th. Frosty, fine. Kalama still at cupboard. Cowie at wheel wood.

Saturday 15th. A busy day in the shop.

Sunday 16th. Cloudy. About noon arrived from Vancouver Governor Colvile and Mr. Douglas accompanied by an English Baronet Sir Edward Poore and his trad[in]g. companion [page 52.] Mr. Franklin. They brought the home [Ms. illegible] letters forwarded by the Y[ork]. F[actory]. Express[165].

Monday 17th. Mild. Part[ia]l. Sunshine. Work of last week re-

164 Lieutenant Grier Tallmadge, 1st Artillery, U. S. A., stationed at Steilacoom.

165 York Factory, on Hudson Bay.

sumed. Some beef and part of the baggage shipped on board the *Cadboro*. M[ornin]g. snowy.

Tuesday 18th. Cloudy. Evg. rainy. The travellers after a daylight breakfast embarked and the *Cadboro* was under way by ½ past eight o'clock. Sent waggons to the plains, as beef killing is to be continued.

Wednesday 19th. Cloudy & mild & rainy, a S. E. squall about sunset followed by drizzling rain. Jollibois[166] with some Indians building a shed against slaughter house, under which grease tallaw can be rendered out in rainy weather.

Thursday 20th. Rainy. Work as yesterday. Four carcasses Beef received from the plains in the evening. Wrote Mr. T. M. Chambers[167] warning him that in marking off a claim at Steilacoom as he has lately done, he is trespassing on the lands of the Puget's Sound Company. Copied said letter to Mr. C[hambers]. into the letter book.

Friday 21st. Rainy. Carts in with beef. Cowie sick as well as Keva. Kahannin parkshifter[168] at Muck[169] also reported sick.

Saturday 22nd. Rainy. Jack cleaning pease in barn.

Sunday 23rd. Showery.

Monday 24th. Rainy. Christmas Regals given out. Some of the Beef killed on Friday proving rather tainted was selected for present use, and some given out to be smokedried. Kahannin employed in slaughter house in place of Jollibois sick.

Tuesday 25th. Fine. Christmas passed quietly by. Mr. Tod dining with the (U. S. A.) officers at Steilacoom. Regal same as last years items of which are entered in Journal. [Page 53.]

Wednesday 26th. Fine. Hoar frost in the morning. Cowie and Kalama repairing Cart Wheels, a neverending business. Jolibois with some Indians getting salt to hilltop whence two loads were brought in the dray.

Thursday 27th. Foggy. Mild. Cowie and Kalama hooping wheels. Oxdrivers bringing Oats from the beach. Slaughterhouse people washing salt once used in order that it may be again employed in

166 A servant.

167 Thomas M. Chambers, a settler of 1847, living on Chambers Prairie, southeast of the present city of Olympia. In the latter part of June, 1849, he as one of the executors of the estate of Mr. I. T. Heath, a company settler at Steilacoom, conceived the idea of staking out, in the name of his son, David Chambers, a claim on Steilacoom Creek, later Chambers Creek.

168 In order to conserve the land around Fort Nisqually the sheep were pastured out in small enclosures termed parks. These were removed to fresh pasture from time to time.

169 A farmsite and herdsman's station maintained by the Company near the present town of Roy, Pierce County. The creek of the same name was known as Douglas River.

salting beef. Visited by Mr. Bishop [170], Agent for Captain Crosby[171] at Newmarket.

Friday 28th. Frosty. Foggy. Some Soldiers from Steilacoom shopping. Two animals butchered at Shimmish[172]. Work as yesterday.

Saturday 29th. Mild. Ev[enin]g. drizzly. Cowie & Kalama dressing spokes. A load of salt from the beach. Keva making saddle bags. Mr. Bishop purchased to the amount of $150 he priced the batteau left here by Mr. Douglas. I offered it at $100.

Sunday 30th. Cloudy. Soft showers. In the evening Mr. Tallmadge's boy arrived with receipts from Mr. T[almadge]. for my signature for pay[men]t. of our acc[oun]t. ag[ains]t. U. S.Gov-[ernmen]t. Have preserved his note which in case of accidents will serve as a voucher that I have not received the money receipted for.

Monday 31st. Cloudy. A poor day for work. The serving out of the New Year's day Regals having proved a partial interruption. Cowie arranging roof of stable. Kalama putting batteau at eights.[173]

[Page 54.]

January, 1850.

Tuesday 1st. Mild. Occasional Sunshine. Mr. Tallmadge called & paid to account $949, some dollars more than the sum I gave receipts for. In the evening Captain Dunham of the Am[erica]n. schooner *"Orbit"*[174] called to obtain an Indian to pilot him to Newmarket.

Wednesday 2nd. Sunshine. Pleasant day. Captain Dunham or Denham accompanied by several Americans passengers I presume, called after breakfast and purchased some Mutton. The *Orbit* sailed from S[a]n. Francisco on the 2nd November and reached Cape Flattery after a run of 8 or ten days. She was then driven by S. W.y winds as far N. as Cape Scott[175] and after some delay and danger of being driven ashore she made Neah Bay[176] where she was

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170 Mr. H. Bishop, agent for Crosby & Gray, recent purchasers of the milling interests at New Market, now Tumwater, above Olympia.

171 Captain Clanrick Crosby.

172 A farmsite on the plains.

173 Installing eight oar-locks.

174 The brig *Orbit*, William H. Dunham, master, Calais, Me., one of the many vessels participating in the gold rush. At San Francisco she was sold to Messrs. Isaac N. Ebey, B. F. Shaw, Edmund Sylvester and a Mr. Jackson who bought her as a means of effecting their transportation to Puget Sound. They, with Charles Hart Smith, constitute the passengers alluded to in the *Journal*. Simmons later purchases the controlling interest and brings in a cargo of goods for his store in Sylvester's soon-to-be town, Olympia.

175 North cape of Vancouver Island, in latitude 50° 46' N.

176 A small indentation on the southern shore of the Strait of Juan de Fuca adjacent to Cape Flattery and a well-known landmark at this time, having been in 1790 the site of a Spanish settlement, Nunez Gaona.

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176 Mr. H. Bishop, agent for Crosby & Otey, owned properties of the saltery business at New Market, now Tumwater, above Olympia.

177 Captain Charles Crosby.

178 A favorite on the plains.

179 Installing eight cart-beds.

180 The brig Orbit, William H. Denham, master, Oahu, Ma., one of the many vessels participating in the gold rush. At San Francisco she was sold to Messrs. Jacob R. Snow, H. Knox, Edmund Rotwitzer and a Mr. Jackson who bought her as a means of effecting their transportation to Puget Sound. They, with Charles Hart Smith, constitute the passengers alluded to in the Journal. Sometime later purchasing the controlling interest and losing in a cargo of goods for his store in Rotwitzer's absence, he took Denham.

181 North cape of Vancouver Island, in latitude 50° 48' N.

182 A small indentation on the northern coast of the island of Juan de Fuca adjacent to Cape Flattery and a well-known landmark at this time, having been in 1792 the site of a Spanish settlement, Nuñez Gaona.

detained about fourteen days windbound. Capt: D[unham]. states that owing to the favorable representations made to him of the navigation of the De Fuca Straits, he had not properly ballasted the *Orbit* at San Francisco. He touched at Victoria.

Friday 4th. Fine. Frosty. In the ev[enin]g. Dr. Haden[177] arrived from Steilacoom on his way with the mail to Vancouver and Oregon City. I am to visit the sick at Steilacoom occasionally during his absence. Mr. McAlister[178] bro[ugh]t. the remainder of his contract shingles.

Saturday 5th. Fine. Cowie as on Thursday—placing gutters on big house.

Sunday 6th. Cloudy & Showery. Wind S. W. Rode to Steilacoom yesterday ev[enin]g. & ret[urned]. today. No serious cases in hospital.[179]

Monday 7th. Calm. Incipant rain. Cowie repairing Wheel barrows after finishing gutters.

Tuesday 8th. Incipant Rain from 10 A. M. till night. Carcasses of three bullocks brought in but all too wet for salting. In the ev[enin]g Corporal Handy arrived from Vancouver having a large mail for the officers at Steilacoom and some letters also for the denizens of Nisqually.

Wednesday 9th. Incipant rain. Cowie jobbing inside Fort and Kalama making a wheelbarrow. Keva making saddle-bags.

Thursday 10th. Showery. Partial Sunshine. Rode to Steilacoom to visit the sick, the number of whom has been increased by the late rainy weather. Agreed with Serg[ean]t. Hall[180] to exchange fresh Beef for salt pork at the rate of 1¼ lbs. or one ration of Beef for ¾ lb. (one ration of) Pork, which will make 334 lbs Beef equivalent to a Bbl. of Pork cont[ainin]g 200 lbs. Wrote Captain Hill at his own suggestion a letter which he is to enclose to Gov[erno]r. Lane[181] complaining of Glasgow's having squatted on the Company's land[182] and hoping that means may be taken to remove him. See Letter Book. Capt[ai]n. Hill is to write Gov[erno]r. Lane inclosing mine.

Friday 11th. M[ornin]g. frosty. Sunshine A. M. P. M. Partial

177 Dr. I. N. Haden.

178 James McAllister, a settler of 1845, one of the Michael T. Simmons party, now settled in the vicinity of Tumwater, but later identified with his claim on Medicine or McAllister Creek, south of the Nisqually River.

179 That is, in the military hospital at Fort Steilacoom.

180 Sergeant James Hall, Company M, 1st Artillery, U. S. A.

181 General Joseph Lane, territorial governor of Oregon.

182 Glasgow squatted on the Company's land at the mouth of the Sequalitchew Creek on November 2, 1849, intending to erect a mill thereon.

Sunshine. Black Birds singing. Cowie & Kalama squaring wood for gutters—for small dwelling, and mens-houses. Mr. Chambers called about noon *en route* for Steilacoom accompanied by a Mr. Ebey.[183] Some soldiers shopping.

Saturday 12th. Partial Sunshine A. M. Ev[enin]g. rainy. Sent 56 bbls Pork to beach store to day, and got up a load of salt.

Sunday 13th. Sleet and rain. About dusk Messrs. Chambers and Ebey returned from Steilacoom, on their way home. When I wrote Mr. Chambers on the 20th Dec[embe]r. [18]49 regarding his tress-passing on the Co[mpan]ys lands at Steilacoom I informed him in another note that having now a complete copy from the commencement of the supplies to the Steilacoom farm lately in occupation of the deceased Mr. I. T. Heath,[184] I could now ascertain whether certain articles sold at the public auction of the Farm property on the 25th July, had been originally charged against deceased's private, or farm account, and as our inability to discover how the above mentioned articles ought to have been charged has hitherto prevented the closing of the accounts, I now hope he Mr. C[hambers]. could make it convenient to be here in time to admit of my forwarding a statement of the late Mr. Heath's affairs to England by the 1st January mail from Steilacoom Barracks. When Mr. C[hambers]. passed on the 10th I spoke to him about closing the accounts, and understood him to say that he would be ready to do his part or words to that effect when he returned from Steilacoom, altho he did seem rather inclined to avoid the subject. This evening after Messrs. Chambers and Ebey had supped, knowing that they were to start for home early tomorrow, I proposed to Mr. C[hambers]. to finish the little remaining to be done in the settlement of the late Mr. Heath's affairs, and was greatly surprised to learn from him that he declined proceeding farther in the business on the plea of having been informed by Judge Skinner[185] when at Steilacoom with the Court in October, that he had acted illegally in having officiated as one of the valuators of the property at Steilacoom. Mr. Cham-

183 Isaac N. Ebey. For an extensive biography see this *Quarterly*, vii, p. 240.

184 Owing to a break in the Nisqually Journals it is difficult to determine the precise time when Mr. Heath took up his residence on the farm described but he was there in 1846, and is the subject of a paragraph in one of Tolmie's letters to the Board of Management on Feb. 23, 1848. "On the farm in occupation of Mr. I. T. Heath, there are now 170 acres enclosed, 60 of which are under wheat. All the buildings on the farm have been erected since Mr. Heath took possession and the expense defrayed from the supplies he received from time to time, and by charges for labor from this place. Mr. Heath having made use of building logs and fence poles from the abandoned farms of the Red River Settlers his farm is liable to additional charge of £10 Sterling on this score a note of which is now forwarded to the Board of Management of the Hudson's Bay Company, Fort Vancouver, where the accounts of this place are annually made up." Mr. Heath died sometime in the early part of 1849, his executors being Dr. Tolmie and Mr. Thomas M. Chambers.

185 District Attorney A. P. Skinner.

bers requested Mr. Ebey[186] to give legal explanations on the matter, and Mr. E[bey]. held forth at some length and asked several questions which I replied to. I requested Mr. C[hambers]. to give me his reasons in writing which he declined doing at present. I then proposed to make minutes of the conversation which we should both subscribe, but he also objected to saying that he was unwilling to commit hemself. He said that he would explain his views by letter to the late Mr. Heath's brother in England and I then gave him the address of T. M. Heath, Esq. the brother alluded to. Mr. Tod, Mr. W. Ross and Mr. Ebey were present at the above narrated conversation.

Monday 14th. Sleety & showery. Presented Mr. Chambers with a letter written last night & copied into letter book requesting him to sign along with me the valuations we jointly made of the property at Steilacoom, also the account of Sales by auction and to look over the accounts generally to see that all was correct ere they were closed & to make his charge for having officiated as valuator. He pocketed the letter without reading it and said he would reply to it soon. Mr. Tod & Ebey present when said letter was delivered. Messrs. C[hambers]. & E[bey]. left after breakfast.

Tuesday 15th. About 3 Inches snow on the ground this morning. Sunshine A. M. Afternoon snow and sleet. Mild. Rode to Steilacoom in the afternoon accompanied by Cowie to look a site for a house adjoining the north field there where I have some thought of establishing a dairy. It will at all events be highly advantageous that some one connected with the Company should reside there. Mrs. Kalama delivered of a stout boy. Visited the sick in the Military Hospital.

Wednesday 16th. Showers of snow. Partial Sunshine. Cowie & Kalama at gutters. Two bullocks bro[ugh]t in from the plains.

Thursday 17th. Sleet & snow. Busy making out a report of my transactions with Mr. Chambers relative to the settlement, which I shall forward to Mr. Ogden who will obtain a legal opinion as to whether Chamber's objections are valid or not. S[andwich]. Islanders at gutters. Sent three Indians to Steilacoom to cut wood for a log house 30 x 18.

Friday [18th.] P[artial]. Sunshine Sleety. Ev[enin]g frosty. Work as usual. The *Cadboro* arrived in the afternoon bringing a supply of Blankets. [Page 58].

186 Mr. Ebey was an attorney by profession.

[February, 1850.]

Wednesday 27th. Frosty, fine. *Cadboro* arrived yesterday evening from Victoria. W. F. Tolmie returned thence after an absence of about a month during which Mr. C[hief]. T[rader]. Tod conducted the business here, but omitted journalizing. Two Sandwich Islanders Cowie & Kalama making cartwheels. Leclaire,[187] a man lately from Cowlitz farm sowing Oats. Beinston and Jolibois discharging *Cadboro.* The Brig *Sacramento* (Capt: Mouat[188] formerly of the H[udson]. B[ay]. C[o]. S[hip].) arrived on the 25th chartered by G. T. Allan Esqre. to take the shingles he had purchased from the Co[mpan]y. The Am[erica]n. Barque *"Pleiades"* is lying in the Roadstead taking in logs. John McPhail formerly Shepherd at Vancouver arrived here a few days ago having been engaged by Mr. Ogden to act as Shepherd.

Thursday 28th. Frosty. Fine. Work as yesterday.

[March, 1850]

Friday 1st. Sunshine. Pretty brisk trade in the shop. Sandwich Islanders variously employed, and spare Indians thrashing.

Saturday 2nd. Cloudy. Mr. N. Macarthur,[189] who arrived in the *Cadboro,* started for Vancouver with the Victoria packet for the Express, he was accompanied by Mr. Grahame, a young gentleman lately from Scotland & brother to Mr. G[rahame].[190] of Vancouver, who came passenger in the *Sacramento* from California.

Sunday 3rd. Fine.

Monday 4th. Showery. Commenced packing Beef for exportation. Cowie heading beef casks. Kalama jobbing, and others thrashing in the barn. [Page 59.]

Tuesday 5th. Showery. Work as yesterday.

Wednesday 6th. Ground white with snow in the morning. *Cadboro* and *Sacramento* taking shingles.

Thursday 7th. Showery. Hail. Shipping beef on board *Cadboro,* the same being packed headed up and carted to beach *a la mesure.*[191] *Sacramento* moved across to Wallace's island[192] to take in logs.

Friday 8th. Hail, Snow, Partial Sunshine. Sandwich Islanders jobbing and thrashing out pease.

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187 A servant.

188 Captain W. A. Mouat now in the service of Allan & Mackinlay.

190 James Allan Grahame.

191 According to measure. Possibly used here to convey the idea that the barrels were rolled to the beach.

192 Anderson Island, known locally at that time as Wallace Island after Leander C. Wallace, who had been murdered at the Fort by Snoqualmie Indians on May 1, 1849, and who is thought to have taken a claim on the Island.

Saturday 9th. *Cadboro* sailed about noon with a fair wind. It having been hinted to Captain Sangster that two soldiers from Steilacoom were concealed on board the *Cadboro,* he has search made before sailing while Lieut: Gibson[193] U. S. A. and myself were on board, but the mate Dixon reported that he himself had looked in all corners, without Success.

Sunday 10th. Sleet and snow. Rode to Steilacoom.

Monday 11th. Visited by Mr. Christie supercargo of the *Pleiades* and agreed to let him have Nine Hundred Bushels Potatoes for 450 lbs. Rice, when the Barque returned to the Roadstead.

Tuesday 12th. Sleet and Snow, about 8 inches snow on the ground which however is rapidly disappearing. Work as usual.

Wednesday 13th. Rain & Sleet. Some Americans arrived from the Sinahomish River, where they have been exploring.

Thursday 14th. Showery. Part[ia]l. Sunshine. Captain Hill & Dr. Haden dined here today.

Friday 15th. Partial Sunshine. Showery. Called on Captain Mouat, who is anchored abreast of Wallace's Island. Hancock[194] & party arrived from Cape Flattery having [Page 60.] the present abandoned their undertakings there, and seemingly soon to break up the copartnership.

Saturday 16th. Showery with Sleet. Cowie, Sandwich Islander, declined taking rations today, saying that he meant to leave the service. He removed his things into a mat lodge outside the Fort.

Sunday 17th. Snow & Sleet. Kalama and Keva removed their things today, intending to leave.

Monday 18th. Snow & Sleet. The three Sandwich Islanders did not go to duty today. Jolibois repacking remainder of salt Beef into Tierces. Leclaire sowing Pease. Indians thrashing wheat.

Tuesday 19th. Sunshine. Ev[enin]g. partly. This morning H. M. S. Sloop *"Driver,"* Captain Johnson, with Governor Blanshard[195] of Vancouver's Island as passenger arrived from Victoria, and anchored alongside of the *"Sacramento"* at Wallace's Island. In the

193 Lieutenant John B. Gibson, 1st Artillery, U. S. A.

194 Samuel Hancock, a settler of 1847 at Tumwater, but since the spring of 1849 a seeker of gold in California. He had but recently returned with a stock of goods and intended to set up for himself at Neah Bay, which he actually did, but the venture was a failure. Hancock, who is more of an adventurer than a settler, finally took up a claim on Whidbey Island and married Susan Crocket. According to her brother, Mr. Samuel D. Crocket, a schoolmaster Henry Y. Sewell, prepared in Hancock's name several hundred pages of marvelous manuscript descriptive of the latter's alleged adventures, which manuscript was sent to a publishing house, but returned, a copy of which is in the University of Washington Library.

195 Richard Blanchard, first governor of Vancouver Island, rival for the same office of James Douglas, and by virtue of his position not on favorable terms with the Hudson's Bay Company. He had arrived at Victoria on March 10, 1850.

forenoon Gov[erno]r. B[lanchard]. and Capt: J[ohnson]. landed accompanied by Capt: Sangster of the *Cadboro,* and had dinner at the Fort. The *"Driver"* at the requisition of Governor Blanchard has come for a cargo of Cattle and Sheep from this place for the use of the infant colony at Vancouver's Island.[196]

Wednesday 20th. Partl[y]. Sunshine. Provided horses for Gov: Blanchard, Capt[ai]n. Johnson and Mr. Sangster and they rode to Steilacoom to visit the officers of the garrison there. Had a note from Mr. Ross[197] stating that he will be ready to drive cattle to-morrow.

Thursday 21st. Fine. The strangers who slept at the Fort last night had a shooting excursion this morning before going towards the beach. Two herds of cattle driven in, making in all about 90 head. Twenty seven shipped by sunset. Captain Hill accompanied by Dr. Hayden dined on board the *"Driver".* Captain H[ill]. conversed a good deal with Gov[erno]r. Blanchard about recovering the two deserters who it seems did get away in the *Cadboro.* [Page 61.]

Friday 22nd. Cloudy. Three attempts at parking cattle failed today. I was absent from the beach when the first attempt was made and on board the *"Driver"* writing Captain Hill regarding the deserters. 85 cattle shipped in all, and about 800 sheep. About 3 P. M. Captain Grant[198] arrived from Victoria for the purpose of purchasing cattle, and paid for some of the cattle & sheep on board the *"Driver."* About 4 P. M. the *"Driver"* started for Victoria.

Saturday 23rd. Rainy. Spare men thrashing. Ploughs idle, the horses being fatigued after the cattle driving.

Sunday 24th. Rainy.

Monday 25th. Rainy. Jolibois jobbing. Leclaire with Indians thrashing. Plowing potato land. Express off for Vancouver.

Tuesday 26th. Work as yesterday. Mr. Dement[199] called in the afternoon to settle the Gov[ernmen]t. a/c and paid $729. to a/c.

Wednesday 27th. Mild & fine. Vegetation advancing rapidly. Mr.

196 The first settlement under the crown grant on Vancouver Island was made by W. Colquhoun Grant, a former captain of the Scottish Guards, who fitted out a small colony at his own expense and shipped them via the chartered ship *Harpooner* to Soke Harbor where they arrived in June, 1849. Here the settlers, eight in number, tilled the soil under the Captain's direction until 1851, when he became tired of his project and leased to a number of the men. But they, deprived of their leader, soon fell out, whereupon Grant, to save his property sold and left the country.

197 Mr. Walter Ross, clerk, but now at the Company's station Tlilthlow.

198 W. Colquhoun Grant. See note 196.

199 Lieutenant John Dement, 1st Artillery, U. S. A.

Simmons[200] arrived in the ev[enin]g. Had also a business visit from Capt[ai]n. Learmont of the B[ar]que *Pleiades.*[201]

Thursday 28th. Fine. Leclaire finished sowing pease. Simmons after making some purchases left after breakfast.

Friday 29th. Showery. Squared accounts with Learmont of the *Pleiades* taking from him 1881 lbs. Rice, which along with 2 dozen Hoes @ 6—per doz: to 235, 12½—my contra a/c came to $144.46, for details of which see Day Book folio 13. Flour was supp[lie]d. him at $40 pr. bbl. L. Leclaire with a gang of Indians employed in carrying to the Yard the shingles belonging to Messrs. Allan & Mackinlay landed from the *Sacramento.*

Saturday 30th. Rainy. Work as yesterday. *Pleiades* off.

Sunday 31st. [Page 62.]

[April, 1850.]

Monday 1st. Showery. Commenced drawing drills for potatoes. Jolibois jobbing about.

Tuesday 2nd. Showery. Engaged a number of Indian women for potato-planting and commenced laying dung in the drills. *Sacramento* anchored in the roadstead this evening and Captain Mouat at the Fort settling accounts.

Wednesday 3rd. M[ornin]g. showery fine. *Sacramento* off with a fair wind. Five bushels Ladies Fingers[202] planted. Jolibois and Leclaire with an Indian crew sent to Newmarket with 76½ bushels Wheat to grind.

Thursday 4th. Frosty. Fine. Eleven bushels Potatoes planted. Gohome[203] & Bill[204] in barn. The *Orbit*[205] of Newmarket from California, which had been reported in the Sound since Sunday passed this afternoon with a fine Northerly breeze.

Friday 5th. Frosty, fine. Had the pleasure of a visit from Captain Hill who informed me that the vessel observed passing the landing yesterday was not the "*Orbit*" but another from San Francisco containing a speculation of goods for New Market.[206] The Captain and Mr. Ebey who was passenger had called on Capt. Hill and given some late papers, which he promised to send up tomorrow. Lumber & shingles were reported as low priced in California.

200 Michael T. Simmons.

201 The *Pleiades* took also a cargo of lumber from the mill at New Market, now Tumwater, to San Francisco.

202 A variety of potato.

203 A servant.

204 A servant.

205 See note 206.

206 Probably the brig *Robert Bowen,* Captain Cameron, mentioned in the *Journal* under date of June 11, 1850.

Saturday 6th. Fine, potato planting going on briskly.
Sunday 7th.
Monday 8th. Fine. Engaged some extra hands today and got nine bushels Potatoes in and well dunged.
Tuesday 9th. Fine. Jolibois jobbing & in the afternoon gardening. The most valuable potato land being still under water had a new & additional channel cut for the Seguallitchew[207] for about 60 yards which will I hope drain off the water in time to admit of "potaturing" the swamp land. Indians did *navvey* duty remarkably well.
Wednesday 10th. Fine. River fallen somewhat since yesterday. Work as usual except that Jolibois commenced building a [Page 63] a wing at the South end of the Big house. Leclaire with Ind[ian]s. thrashing in barn. Commenced gardening operations yesterday.
Thursday 11th. Fine. Work as yesterday. Rode to Round Plain where Chalifoux[208] has squatted and warned him off as a trespasser on the lands of the Puget's Sound Agricultural Co. Called at Steilacoom afterwards.
Friday 12th. Fine. Potato planting going on well.
Saturday 13th. In the afternoon the *Cadboro* arrived, and, having a large number of Indians on pay and rations, I employed them in discharging the Schooner. A Mr. Huggins[209] lately from England in the *Norman Morrison* arrived p[e]r. *Cadboro* to act as clerk and shopman for one year. Mr. W. S. Ogden & Mr. Fenton[210] arr[ive]d. in the ev[enin]g. bringing letters f[ro]m. Mr. C[hief]. F[actor]. Ogden informing me that the Cadb[or]o. was to be seized when next at Nisqually for non payment of duties.

207 The small creek to the north of the Fort.

208 Formerly a servant.

209 Mr. Edward Huggins, last person in charge of Fort Nisqually, who finally took over the place under the homestead laws of the United States. His son, Mr. Thomas Huggins, of Tacoma, is the possessor of the Nisqually Journals.

210 Mr. Robert Fenton, blacksmith.

[*To be continued.*]

[To be continued.]

BOOK REVIEWS

The Canadian Historical Review. By W. S. WALLACE, Managing Editor. (Toronto: University of Toronto Press, 1920. Pp. 129. $2.00 the year.)

In the last issue of the *Quarterly,* pages 73-74, there was published a brief article about the annual *Review of Historical Publications Relating to Canada.* As it now turns out that was the last of an important series of reviews extending over a quarter of a century. Hereafter the work is to be accomplished in the form of a quarterly magazine, the new series being called Volume I., Number 1.

In content and style the new venture is somewhat similar to the *American Historical Review,* the standard or model of such publications in the United States. The magazine contains special articles and documents as well as abundant book reviews. On pages 122-123 are brief notes on articles recently published about the western provinces. These notices contain the material of especial interest to the Pacific Northwest. While much more condensed than in the former annual reviews, the comments are pointed and touch the most important phase of each contribution.

Report of the Governor of Alaska, 1919. By THOMAS RIGGS, JR. (Washington: Government Printing Office, 1919. Pp. 134.)

As is required by law the Governor of Alaska makes his annual report to the Secretary of the Interior. In this case the report is a complaint and an appeal—a complaint of neglect and an appeal for justice or fair play at the hands of Congress. Recent news dispatches show that some of the appeal is being listened to and for that reason a quotation is selected from the Governor's introduction to reveal the spirit of appreciation:

"While much that herein appears may seem critical, it must not be thought that the people of Alaska are not keenly alive to, and appreciative of, the few constructive measures which have been inaugurated by the Federal Government. The governmentally constructed and operated railroad between Seward and Fairbanks will open up a vast territory to exploitation and settlement; slowly, very slowly, aids to navigation and coast surveys are lessening marine perils; the scientific bureaus of the executive departments are rendering undoubted help to the prospector, the miner, and to the

farmer; patrols of small naval craft have cooperated with other authority in the suppression of lawlessness and the several fatal epidemics of influenza; the military cable and telegraph lines are invaluable. But I sincerely believe that, unless the Government pursues a most liberal policy in connection with the development of Alaska, the Territory can never reach that stage of productiveness for which there is every possibility and so become one of the great sources of revenue now so greatly needed in this period of national readjustment.

"We hold out our hands to Washington, not as supplicants for bounty but in petition for permission to be allowed to develop as were the greatest western Territories, now the great western States."

In addition to an array of valuable information in tabulated and narrative form the book carries an important and up-to-date map.

Washington State Good Roads Association. By N. B. COFFMAN. (Chehalis: By the Association, 1919, Pp. 9.)

This slender pamphlet contains the address given by N. B. Coffman, president, at the twentieth annual convention of the Washington State Good Roads Association at Yakima, September 1-2, 1919. It was ordered printed and distributed by unanimous vote of the convention. The address gives a review of the work done and the plans for the future. The final page of the pamphlet gives the list of the new officers, with J. J. Donovan, of Bellingham, as president, and announces the next convention to be held at Everett, in 1920.

Memorial Addresses on James H. Brady. By SENATORS AND REPRESENTATIVES. (Washington Joint Committee on Printing 1919. Pp. 121.)

Memorial services were held for James H. Brady, late a Senator from Idaho, in the Senate on January 19, 1919, and in the House of Representatives on January 26, 1919. The eulogies there spoken, the tributes offered with the amplified proceedings, resolutions and prayers are collected into a beautiful memorial volume which should be saved by those interested in the history of the Northwest. The opening address is by his colleague from Idaho Senator Borah who gave a brief historical sketch and probably ex-

pressed the feeling of all in his concluding sentences as follows:

"His death was a peculiarly sad one. Just entering upon his second term as Senator, while yet a comparatively young man, with a beautiful and happy home, the future seemed full of promise. But it was at this time that the dread summons came, and he, responding with the same cheerfulness, the same uncomplaining fortitude, went with the silent messenger to the undiscovered country."

The British Side of the Restoration of Fort Astoria. By KATHARINE B. JUDSON. (Portland: Oregon Historical Society, 1920. Pp. 44.)

In this reprint from Volume XX., numbers 3 and 4 of the *Quarterly of the Oregon Historical Society* are given two articles by Katharine B. Judson of the Western Reserve Historical Society of Cleveland, Ohio. The author was fortunate enough to secure a number of illuminating documents from the Public Records Office, and the Hudson's Bay Company records at London. Miss Judson intimates that we are soon to have this and other materials collected by her in larger and more permanent book form.

Progress of Purchase of Eastern National Forests. By the NATIONAL FOREST RESERVATION COMMISSION. (Washington: Government Printing Office, 1920. Pp. 23.)

Not many who live in the West and who are familiar with the country's great areas in National Forests are aware of the vigorous movement to acquire such National Forests in the East. This folio pamphlet gives the information. The work is being done under the Act of Congress of March 1, 1911 (The Weeks Law.) This law carried an appropriation of $11,000,000. The purpose was to secure lands not suited for agriculture, on which an effort would be made to safeguard supplies of spruce and hardwoods. The status of the purchase program is told by the Commission as follows:

"There have been located under the Weeks law in nine States in the very important hardwood and spruce regions of the Appalachians and White Mountains 21 purchase areas, on 17 of which purchases have been authorized by the National Forest Reservation Commission. These purchase areas have an area of nearly 7,000,000 acres, including some interior farming land. Since the purchase program was developed, other States, including Kentucky,

in which conditions seem to meet the requirements of the law, have enacted legislation authorizing the acquisition of lands for National Forest purposes. A further appropriation of the kind which has been recommended, covering a period of years, would be expended primarily in acquiring lands on areas which have already been located so as to secure consolidation and more efficient administration, and with the further object of extending the policy to new units located particularly in States in which no purchase areas have as yet been established. The total area of hardwood and spruce lands in the mountains of the Eastern States which is unsuited for agricultural purposes and which should be maintained in productive forests is in excess of 30,000,000 acres."

The above is quoted from page 5. The book is well worth saving. Besides telling about the new work in forestry in America it carries a set of beautiful and convincing illustrations and a series of carefully prepared maps. Copies may be had by writing to the Commission, Atlantic Building, 930 F. Street, Washington, D. C. The National Forest Reservation Commission consists of the Secretary of War, President, Secretary of the Interior, Secretary of Agriculture, Senator John Walter Smith, Senator Peter G. Gerry, Representative Willis C. Hawley, Representative Gordon Lee.

A Structural and Lexical Comparison of the Tunica, Chitimacha, and Atakapa Languages. By JOHN R. SWANTON. (Washington: Government Printing Office, 1919. Pp. 56.)

Native Villages and Village Sites East of the Mississippi. By DAVID I. BUSHNELL, JR. (Washington: Government Printing Office, 1919. Pp. 111.)

Like all other publications of the Bureau of American Ethnology these two books (Bulletins 68 and 69) are welcome additions to Americana. Neither one touches the Pacific Northwest. They are mentioned here to aid collectors who are saving everything pertaining to aboriginal America. Bulletin 69 contains as a frontispiece a French map of the Mississippi valley made by La Harpe about 1720, and sixteen beautiful half-tone plates.

Zion National Park. By ROBERT STERLING YARD. (Washington: The National Parks Association, 1512 H. Street, N. W. Pp. 31.)

Mr. Yard is the executive secretary of this organization which is planning to increase the number of national parks and to make for a better understanding and greater use of all national parks.

The program is attractive, the work is certainly important and all who are interested are urged to join the Association. The expense is only three dollars a year for membership.

In this report Mr. Yard gives a fine description and a series of wonderful pictures of what is called "Rainbow of the Desert." The relation is shown of this new park to the Grand Canyon and the brilliantly colored plateau country of Southern Utah.

American and English Genealogies in the Library of Congress. By CHARLES MARTEL, Chief of the Catalogue Division, 1919. (Washington: Government Printing Office. Pp. 1332. $1.75.)

Reports of the Librarian of Congress and the Superintendent of the Library Building and Grounds. By HERBERT PUTNAM and FRANK LLOYD AVERILL. (Washington: Government Printing Office, 1919. Pp. 187. 15 cents.)

List of the Washington Manuscripts from the Year 1592 to 1775. By JOHN C. FITZPATRICK, Assistant Chief, Manuscript Division, Library of Congress. (Washington: Government Printing Office, 1919. Pp. 137. 30 cents.)

These statistical and bibliographical aids are understood from their titles. Readers in the State of Washington will be interested in the calendar of Washington Manuscripts. It includes the papers down to his commission as commander in chief, June 19, 1775, and are therefore called colonial. An analytical index makes the valuable collection easy of exact consultation. There were published in 1906 and 1915 calendars of the later Washington manuscripts.

Annual Magazine Subject-Index, 1918. By FREDERICK WINTHROP FAXON. (Boston: The F. W. Faxon Company, 1919. Pp. 247.)

As a working tool in the history of the Pacific Northwest this annual publication will be found of increasing usefulness as it indexes all the principal articles in the *Quarterly of the Oregon Historical Society* and in the *Washington Historical Quarterly.*

Report of the Provincial Museum of Natural History. By FRANCIS KERMODE. (Victoria, B. C., 1919. Pp. 16.)

Though their work has been retarded by conditions growing out of the war the scientists show commendable progress in the increase and the working over of their collections especially in entomology and botany.

NEWS DEPARTMENT

Death of Doctor Buchanan.

Charles Milton Buchanan, M. D., was one of the most winsome, lovable, efficient and honest, among all the men who have helped to make history in the State of Washington. He was born in Alexandria, Virginia, near Washington City, on October 11, 1868. Soon after finishing his medical education he accepted the position as resident physician on the Indian Reservation at Tulalip (near Everett), Washington, in 1894, which position had just been vacated by his uncle, Dr. Edwin Buchanan.

He entered upon the work with an enthusiasm unusual in such cases. He studied the Indians' language, traditions and history. His unselfiish devotion was so much appreciated that when the Government began to dispense with agents and other employes their duties were placed upon the willing shoulders of Doctor Buchanan. He remained resident physician and maintained an effective hospital. He organized the school so well that he was invited to Washington City to explain his plan to a conference of Indian school superintendents. In addition he gradually became agent for neighboring reservations such as Swinomish, Lummi, and Suquamish.

A volume could be written of his loyal services and manifold experiences during a quarter of a century. He taught many Indians how to work and live. He protected them from schemers and fought off rascals of every kind. He published much valuable information about the Indians in Government records and in magazines.

His daughter was a school teacher in Everett. She contracted scarlet fever. Mrs. Buchanan hastened to her side while the Doctor remained at his post. Small-pox on the reservation increased the heavy duties while influenza and pneumonia patients filled the little hospital. Night and day he worked and no word of complaint escaped his lips though he was himself suffereing great pain. The break came. He was hurried to a hospital in Seattle but did not survive the serious operation. He died at 12:30 a. m. Sunday, January 18, 1920.

Two of his friends, Edward Mills, of Everett, and D. H. Evans, of Seattle, are helping the Indians to raise a fund to place

on the Tulalip lawn in front of the school a memorial boulder and tablet. This will be a constant reminder of the work and worth of the Good Doctor.

Promotion for Professor Lutz.

Ralph H. Lutz, Ph. D., Assistant Professor of History, University of Washington, has received an important promotion. He had remarkable experiences as a junior officer in the intelligence department with the American Army in France, Belgium and Germany. When that service ended he was drafted by Herbert C. Hoover for relief work in Poland which extended his experiences also into Austria, Serbia and Italy. He returned to Seattle in December, 1920, and at once resumed his work at the University of Washington.

Mr. Hoover, during his great relief work in Europe collected many pamphlets, books and documents bearing on the history of the war. All these he presented to Stanford University and with them an endowment of $50,000 to purchase further materials along the same line, especially in the European countries involved in the war. After making the gift, Mr. Hoover approved the proposal of Professor Adams that Professor Lutz be secured to administer the work.

If accepted at that stage it would probably mean an end to his teaching which was not agreeable to Professor Lutz. This objection was met when Stanford University gave him additional appointment as Associate Professor of History. In this way Professor Lutz will begin the next academic year in one of the most attractive history positions in America.

His associates in the University of Washington deeply regret his going but they rejoice over the opportunity for service which lie before him in the new field.

Two Historical Flags.

Miss Anna C. Koontz, of the Chehalis Free Public Library, sends a few notes about two historical flags in Lewis, the old "Mother County" of Western Washington. The older of the two flags is in a fair state of preservation, considering its age, and is in the possession of Mrs. L. M. Ware of Chehalis, daughter of John R. Jackson.

Mrs. Jackson was one of the most interesting pioneers of Washington. In one sense he was the first American settler north

of the Columbia River. In 1840 the American missionary families of Dr. J. P. Richmond and W. H. Willson settled at Fort Nisqually. In August, 1842, they retired and their cabin was burned soon afterwards. Michael Troutman Simmons came to Oregon in 1844. He left his family at Washougal, near Fort Vancouver on the Columbia River, and with five companions started for Puget Sound. It was winter and the weather caused them to turn back. In the following July, 1845, with eight companions he led the way to Puget Sound and Tumwater was established. Between those two Simmons trips or in March, 1845, John R. Jackson started for Puget Sound. He saw a prairie on the way and settled there. It has since been known as Jackson Prairie. His was thus the first permanent American home north of the Columbia River and the Simmons colony, or Tumwater, was the first permanent American home on Puget Sound.

The Jackson home was the most prominent way station between Puget Sound and the Columbia River. The first courts were held there and Mr. Jackson served at different times as sheriff, probate judge, clerk of the court and justice of the peace. He wanted an American flag for his home cabin which was growing into such importance. He sent to San Francisco for the materials and his home folks made the flag in June, 1853. On the Fourth of July of that year it was used for the first time. There is no record of the number of times the flag was used in the years that followed. It is significant that the flag's first greeting was in the same year that Washington Territory was created.

The other historic flag had its birth in the days of the Civil War. It was made at the famous old town of Claquato, near Chehalis, and its first use was at the Fourth of July, 1862, celebration at that town. This flag has been loaned to the State Historical Society, Tacoma.

Missouri's Centennial

The whole West was interested in the celebration at Columbia of the centennial of the passage of the Missouri Enabling Act in March, 1820. On March 25, 1920, under the auspices of the State Historical Society of Missouri and the Missouri Centennial Committee of One Thousand a memorable series of programs were presented.

The most significant program was the pageant which went back in time to a century before Missouri achieved Statehood. The an-

nouncement includes the following: "The ancient days when the Fleur-de-Lis waved over Upper Louisiana, the old days when the banner of Spain was unfurled, and the pioneer days when the Stars and Stripes replaced all other emblems of allegiance, will live again in story and song. This dramatization of Missouri's two centuries of annals will picture the salient epochs of our people's past."

The story of the State was presented in five historical episodes by four hundred persons.

Disabled Veterans.

The Veterans' Welfare Commission, consisting of John H. Powell, chairman, Miller Freeman, secretary, Frederic W. Keator, George E. Tuttle and William Short, with W. M. Inglis, director, and David F. Tilley, associate director, is anxious that all veterans, who were in any way disabled in the Great War, should take immediate steps to safeguard the benefits to which they are entitled from the Government. Any veteran desiring assistance in this matter should communicate with the Veterans' Welfare Commission at the Soldiers' and Sailors' Club Building, Seattle.

Historic Monument Repaired.

R. J. Davis, formerly with the Pacific Cold Storage Company at Tacoma but now with the New England Fish Company at Vancouver, B. C., has written that the granite monument placed at the entrance to Nootka Sound in August, 1903, was in need of repairs. The concrete by which it was fastened to the solid rock of the islet had crumbled and needed restoration. The inscription was covered with moss and lichens.

The inscription thus buried is as follows:

> "Vancouver and Quadra met here in August,
> 1792, under the treaty between Spain and
> Great Britain of October, 1790."
> Erected by the Washington University State
> Historical Society, August, 1903."

Mr. Davis would see that the necessary cement was furnished and employes of the New England Fish Company, under the leadership of Robert R. Payne would see that the needed repairs were made if authority could be obtained. The proposals were gratefully acknowledged, authority extended and it is probable that the repairs have been completed.

Natural Parks Association.

History is so new in the Northwest, so many of the actual pioneers still survive that it is most encouraging to find a large number of citizens banding together in the Natural Parks Association of Washington to save as much as possible of the rugged and scenic natural beauties. Automobile roads are being built at the same time that logging operations are progressing. This organization is planning a cooperation to save for all time some of the grandeur of mountain, lake, river, and forest. Any who are willing to assist should communicate with the Association. The present address is 4102 Arcade Building, Seattle.

The American Council of Learned Societies.

Those who work in history on the Pacific coast are rejoiced to learn of the efforts to give America an organization which can affiliate with the Union Academique Internationale and which can also do for the humanistic studies what the National Research Council is proposing to do for science studies in America. The first meeting of the American Council of Learned Societies met in New York on February 14. Officers chosen were as follows: Professor Charles H. Haskins, of Harvard, chairman; Professor John C. Rolfe, of the University of Pennsylvania, a Latinist, and one of the representatives of the American Philological Association, vice-chairman; Professor George M. Whicher, of Hunter College, secretary of the Archaelogical Institute of America, secretary. These three, with Professor Allyn A. Young of Cornell University, of the American Economic Association, and Professor Hiram Bingham, of Yale University, of the American Antiquarian Society, comprise the executive committee.

At that initial meeting, the American Historical Association was represented by Professor Haskins and Professor J. Franklin Jameson, Director of the Department of Historical Research of the Carnegie Institution of Washington.

Plans of the proposed work are being formulated and will soon be announced.

Living Pioneers of Washington.

In the January issue of the *Quarterly*, page 80, there was published a list of the pioneer biographies which had appeared on the editorial page of the *Seattle Post-Intelligencer* from July 1, 1919, to

January 1, 1920. The list is here continued from January 1, to April 1, 1920.

January 27, Mrs. Clarinda Zeek, Seattle.
January 29, Francis Mathews, Orting.
January 30, Samuel Kreidel, Ellensburg.
January 31, Robert H. Calligan, Seattle.
February 2, John Slater, Ferndale.
February 3, Mr. and Mrs. George E. Blankenship, Olympia.
February 4, Mr. and Mrs. John B. Slater, Colville.
February 5, Luman E. Beach, Orting.
February 20, Mrs. C. L. Denny and Mrs. W. M. Calhoun, Seattle.
February 21, Mrs. John Hall Sanderson, Seattle.
March 2, Eduard P. Edsen, Seattle.
March 3, Matt. J. McElroy, Seattle.
March 4, Mrs. Elizabeth Jane Byles, Elma.
March 5, Mrs. Emily T. Munson, Oakland, Cal.
March 6, Oliver N. Bell, Colville.
March 8, Mrs. Catherine (Breckenridge) Randolph, Seattle.
March 10, Philip Miller, Seattle (formerly of Wenatchee).
March 13, Mrs. Elizabeth Bellion, Seattle.
March 15, Mrs. Helen Reeve, Eagle Harbor.
March 20, John Rickey, Colville.
March 22, Mr. and Mrs. William M. Taylor, Retsil.
March 23, Mrs. Charlotte Simmons Koontz, Chehalis.
March 24, Joseph Shelley, Rochester, R. R. 1.
March 25, Henry L. Denny, Seattle.
March 29, Mr. and Mrs. Harrison Cowden, Bellingham.

The Washington Historical Quarterly

Contributing Editors

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T. C. ELLIOTT, Walla Walla
FRANK A. GOLDER, Pullman
WILLIAM S. LEWIS, Spokane
W. D. LYMAN, Walla Walla
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Contents

T. C. ELLIOTT.....David Thompson's Journeys in Idaho 163
SAMUEL ELIOT MORISON.....Letters on the Northwest Fur Trade 174
WILLIAM P. BONNEY.....Monument to Captain Hembee.... 178
HELEN DURRIE GOODWIN.....Shipbuilding in the Pacific Northwest 183
GEORGE GIBBS.....Beginning of Militia in Washington 202
EDMOND S. MEANY.....Origin of Washington Geographic Names 203
DOCUMENTS—The Nisqually Journal, Edited by Victor J. Farrar..... 218
BOOK REVIEWS 230
NEWS DEPARTMENT 237

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GEORGE GIBBS.....Sketches of Tribes in Washington Territory 202
EDMOND S. MEANY.....Origin of Washington Geographic Names 240
DOCUMENTS—The Ninesuity Journal, Edited by Victor A. Farrar 274
BOOK REVIEWS 280
NEWS DEPARTMENT 287

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The Washington Historical Quarterly

DAVID THOMPSON'S JOURNEYS IN IDAHO

[*Continued from Volume XI, Page 103.*]

This is the second in the series of studies under the above title relating to some of the earliest events in the history of the present state of Idaho.

Nearly three weeks have elapsed since David Thompson left Kullyspell House on Lake Pend Oreille and during that time he has been exploring country that was known to White men only by report; up the Clark Fork River to the vicinity of Thompson's Prairie and Plains, Montana, and from there north by the Kootenai Indian Road, or trail, to the Kootenai River near the mouth of Fisher Creek. There he met by appointment his clerk James McMillan, coming from across the Rocky Mountains with more trading goods; and together they descended the Kootenai River to the vicinity of Bonners Ferry, Idaho, and from there by the land trail reached Kullyspell House again.

The four journal entries during the year 1809 relate merely to the preparations for the winter's trade at Kullyspell House, where Finan McDonald remains, and at Salesh House in Montana, which is to be built and occupied by Mr. Thompson and Mr. McMillan. But in April, 1810, Mr. Thompson returns to Kullyspell House and almost immediately sets off on a second exploring trip, this time by canoe, down the Pend Oreille River in another attempt to find a water connection with the Columbia by that route. He is not successful and returns on May 1st. Fifteen days are then busily occupied in pressing and packing the furs acquired during the winter and transporting them to the Kootenai River and repairing the canoes there. Mr. Thompson's *Narrative* (p. 429) states under date of May, 17, 1810: "We got the canoes repaired, and in the afternoon with forty-six packs of furs and eight bags of Pemmican they went off for the Rocky Mountain defiles. Mr. James McMil-

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pack weighed about ninety pounds and contained between fifty and sixty skins, and these were carried to Fort William on Lake Superior and from there to Montreal for the London market. One wonders about any profits in the business.

In June, 1811, Mr. Thompson again descends the Clark Fork River in a canoe and spends a night at Kullyspell House, but finds it unoccupied. He had passed a winter of severe hardship and difficulties crossing the Athabasca Pass in December and while icebound near the extreme northerly bend of the Columbia until nearly the 1st of May. He was then on his way to the mouth of the Columbia River by way of Spokane House and Kettle Falls. For the record of that journey consult the Oregon Historical Society *Quarterly,* Volume XV., Numbers 1 and 2.

Late in the fall of 1811 Mr. Thompson journeyed to Saleesh or Flathead House by the land trail and did not even stop to call at this trading post, but in fact then gave orders for its abandonment (See this *Quarterly,* Volume IX., Number 3). In the spring of 1812 he again comes down the Clark Fork River by canoe and spends a half hour at this "old house" from which activities have been transferred to Spokane House. He was then on his way to Athabasca Pass, never again to visit the Columbia River district, But his five years spent upon Columbian waters had much to do with our earliest knowledge of that river and its principal branches.

An interesting historical fact brought out in these entries relates to the establishment of the first trading post on the Kootenai River. Finan McDonald and Jas. McMillan had carried on trade with the Kootenai Indians during the winter of 1808-1809 at some spot above Kootenai Falls, in Montana, while living in two leather lodges and with a log building to protect their goods and furs; but that was merely temporary. Consult the *David Thompson's Narrative* pages, lxxxix, 379, and Dr. Elliott Coues, *New Light on the Early History of the Northwest,* Volume I., p. xxiii, as to this. In passing up on down the Kootenai River in 1809, 1810 and 1811 Mr. Thompson makes no mention in his journals of any trading post then being maintained on that River. But we now read that on March 15, 1812, Michel Kinville (last heard of in connection with Kullyspell House as indicated in this *Quarterly* Volume IX., Number 3) is established on the lower Kootenai River. And this fact is further evidenced by Mr. Thompson on his large map, drawn for the North West Company in 1813-1814, whereon he indicates a trading post on the lower Kootenai near Bonners Ferry but none on the upper Kootenai. The writer of these notes has vis-

ited a spot at the mouth of Deep Creek about four miles west and north from Bonners Ferry where the Indians say a trading post was maintained at one time. There is also abundant Indian tradition as to trading posts on the upper Kootenai, one in particular opposite to but below the town of Jennings, in Montana, and the Arrowsmith maps of later dates show such a location, and Ross Cox writing as of date 1817 seems to indicate that as the place. The dates of occupancy however are obscure, and physical evidences lacking as to the sites.

The late Dr. Elliott Coues, when editing his *New Light on the History of the Great Northwest,* located Kullyspell House at another point on the peninsula in Pend Oreille Lake, but in all probability did not personally visit the shore line of the lake. The local name assigned by him to the point (see Volume II, p. 673) appears upon the blue prints of the surveys for the Northern Pacific railroad but is no longer locally known. The courses in these journals, recorded by Mr. Thompson when approaching and leaving the "house point" leave very litttle question as to where the buildings stood although no physical evidences now exist. The point should become generally known to those who use the lake and some permanent marker erected by way of commemoration.

JOURNAL OF DAVID THOMPSON, OCTOBER, 1809.

October 30.

Monday. A day of much Snow, but mostly calm. The Men & Mr. McMillan decamped & at 3½ p. m. arrived at the House all well, thank Heaven, but much of the Goods very wet, as well as all our own baggage. Gave the Men some Flour & Roots.

October 31.

Tuesday. A terrible Night of Snow, stormy cold day but no Snow. Opened out the Goods, took an Inventory of Furrs & separated the Goods for the Posts. Traded abt. 40 Skins, Some Root Bread, Salmon, 3 Beaver Tails, 1 side of Chevreuil from 4 Saleesh Men. Gave the Men their Equipments &c.—a Dag & Flour with Roots.

November 1.

Wednesday. A tolerable fine day. Arranging the Goods in boxes &c. for the Horses, but the major part of the Horses could not be found. Sent LaGasse & Roberge off with 3 loaded Horses.

November 2.

Thursday. A very fine day, traded for about 10 Skins in Fish & at length found all the Horses but one is unserviceable, left him

Grondeau. By 2½ p. m. we were arranged & loaded, having traded a stout brown Horse from the Saleesh in place of the one left here. We set off & camped close beyond the Patch of Thorns at 4 p. m.

[1810.]

April 21.

Saturday., Snow in the night, cloudy blowy Morng. at 5½ a. m. set off, Co, as yesterday + ¼ m., N. 65 W. 1-3, S. 85 W ½, S. 10 W. ¼, S. W. ⅙, S. 70 W. ½, West ½ m., first part with the Line, then carried 450 yds. on the right side at the Herring Rapid, bad large stones & snow, but not so bad by many degrees as yesterday's portage, the Snow bore us up pretty well. Began at 5.50 a. m. & set of at8¾ a, m, havg breakfasted, S. 88 W. ⅓ m., N 25 W. ⅓ W. ¾ M. R. S. 85 W. 1 m., S. 70 W. 1¼ m., S. 25 W. ⅕ S. 15 E. ⅙ these 2 last Co. among winding narrow perpend. Rocks on each side[2] S. 10 W. ⅕ m., West ⅕ m. do., S. 40 W. ⅙ do., S. 77 W. ⅓ do., S. 70 W. ¼, opens into low Points &c No. 85 W. 1 m., put ashore for abt. 1¾ hour & made a fire for heavy wind & snow. The wind calming set off & soon after the Shower of snow ceased. Co. S. 62 W. ⅓, S. 85 W. ½, N. 55 W. ½, N. 48 W. 1 m., N. 58 W. ¾ N. 85 W. ¾, m., N. 75 W. ¼, N. 52 W. ½ m., N. 25 W. ¼, N. 60 W. ⅖, S. 85 W. ⅔, N. 22 W. ½. Obliged to put ashore for high wind & frequent heavy Showers of Snow. We set off but was obliged to put back again, near ⊙ set got off. Co. S. 85 W. 1m., S. 85 W. 1¼ m., N. 42 W. ¾. Got to the House[3], thank Heaven, abt. 7¼ p. m. The wind rose & the small Canoe slightly wetted 3 Packs.

April 22.

Sunday. A very fine Easter Sunday,[4] rested all day.

April 23

Monday. A frosty Morng.. but very fine day. Sewed the Gunwales of the Canoe with Wattup, timbered it up & gummed both Canoes. Took an Inventory of all the Goods & sent the Canoes off with what Goods is wanted at the Upper post[5]. Mr. F. McDonald, Delcour, Method, Delcour Junr., Cresseau, Joseph, Pierre & old

1 Mr. Thompson is returning from Saleesh House, Montana, and his camp has been on the Clark Fork River about two miles above Heron Rapids. The name Heron is a corruption of the original name for these rapids, so named from the numerous small fish found there.

2 Cabinet Rapids, Cabinet, Idaho.

3 Kullyspell House, situated on Sheepherders Point very near the Northwest corner of Section 14, Township 15 north, of Range 1 East of the Boise Meridian, U. S. Gen. Land Office surveys. The latitude established by Mr. Thompson while there agrees very closely with that shown on the latest quadrangle maps of the U. S. Geological Survey.

4 The first record of any observance of Easter in Idaho.

5 Saleesh House in Montana, where Finan McDonald and men are to look after the summer trade.

Beau Pere at 2¾ p. m. Chevruil from an Indian. Obsd. for Latde 108 3 45 G. Varn. 18 East, good. In the evening Beaulieu arrived he has seen plenty of very fine Birch, but the Rind is very thin, but such as it is we must put up with it. Latde. 48 12 38 N.

April 24

Tuesday.[6] A very fine day. Obsd. O's LL. 108° 4′ 3½, close enough, Good. Sent Le bon Vieux & Michel to buy a Canoe of Pine Bark for the Voyage, which was mended & brought to be traded at 3¾ p. m. Paid 7 Skins value for it. We got ready & at 4 5′ p. m. set off Co. N. 65 W. ⅓ m., N. 70 W. 4½ m., N. 86 W. ½ m. West 5 m. 5.35 or 6.45. ¼ m. 7 p. m. S. 45 W. 2 m. 7½ p. m., when we turned a point of Sand & put up at 7.35 p. m., having passed the Lake in a fine Calm, thank Heaven, there is yet very much snow on the Shores & even a little Ice in the Lake, tho' it was never even half froze over for 24 hours during the whole Winter. The snow appears deep in the Woods. Very few wild fowl, say none. Latde. by Acct. 48° 17′ N.

May 1

Tuesday. A fine Day, but strong wind, mostly behind. Having given Orders & seen all the men off to raise Birch Rind. At 8½ a. m. set off & held on till 5p m., when we put ashore in the Lake, at the begg. of the Co. that leads to the sandy Point of the River, here we put ashore[7] & made Kettle while the waves subsided, havg. had enough of them all day. At 6 p. m. set off & held on till 9½ p. m., when, thank Heaven, we crossed the Lake & camped close to the House in the Island.[8] Killed 1 Chevruil, 3 Geese & 1 Duck. When we put ashore in the Lake I set the Compass, the Co. of the Lake Indian Portage is N. 9 W. The Mouth of the Brook,[9] by which the Horse Road falls in the Lake bears abt. N. 11 W. 2½ m. It must be remarked that the width of the River below is never less than 300 yds. wide & in general from 4 to 500 yds. wide.

May 2

Wednesday. A fine day. Rested, being very much fatigued. Late in the evening Forceir arrived with the small Canoe, I had sent him off again to hasten the men here.

May 3

Thursday[10] A very fine day. At 7 a. m. the Canoes arrived; hav-

6 Today Mr. Thompson starts down the Pend Oreille River, his camp being at the present city of Sand Point. His observation there checks closely with the U. S. Geological Survey of today.

7 Mr. Thompson is returning from the Pend Oreille River and lands for supper near Bottle Bay southeast of Sand Point.

8 Memaloose Island.

9 Mud Slough, near Kootenay, Idaho, where the trail from the Kootenay River reached the lake.

10 Mr. Thompson spends the day exploring Pack River, and the day following builds a "hoard" or shelter where the trail crossed that stream.

ing arranged several affairs & sent off Forceir & the Le bon Vieux to tell the men to hasten down the Horses &c. at 10 a. m. I set off with the 2 large Canoes, to endeavor to penetrate up the Rivulet & get the Furr landed at the great Road, where it crosses the Rivulet which saves the Horses the worst of the Road & deepest of the snow. Co. from the Point of Rocks[11] N. 47 W. 3 m., N. 71 W. 1 m. to the Mouth of the Rivulet, here I end, except noticing the Course of the Rivulet is N. 39 W. 6 m., the Rivulet winding very much, in this distce there is no Brook of note that we see, many Rills that will cease when the Snow is all thawed, then about N. 40 W. 4 m. ½ gone a brook from the right, 1½ m. gone a very strong rapid Brook, 2 m. gone a Portage of 80 yds. on the left an Embarras. 2½ m. fine bold moderate Brook & point of Rock right Side, 3¼ m.gone a Portage of 300 yds. on the right, end of Co. the Portage Road, the Rivulet then comes more from the westd. & abt. 2 m. above the Portage Road a bold Brook of ⅓ of the whole Rivulet falls in from the right. At 1½ p. m. set off up the Rivulet, we put ashore several times looking for Birch Rind, as they were able to raise none of any worth where they were & what they brought is totally unfit for mending Canoes, being both thin and brittle, we found only 1½ fm. of tolerable good Rind. at 6½ p. m. camped between the 2 Rocky Knowls, having cut only 1 Tree away. The Rivulet is always very deep, at least 12 to 15 feet & 49 to 50 yds. wide. Woods of Fir, Pine, unknown Cedars, Poplars & Birch, the latter all decaying or crooked. Very much snow everywhere 2 to 3 feet deep.

May 4

Friday. A fine cloudy Morng. & day. A few of the Willows budding. At 6½ a. m. set off, came to an Embarras along which we made a Portage of 80 yds. good, held on & made another Portage of 300 yds. on the left along another Embarrass, a short distce afterwards came to the Horse Road, where we made a Hoard & laid up the Furrs &c. in security. Left Beaulieu & Crepeau arranged to rise Birch Rind if they can find any, & then to raise new Wood for the old Canoes on the other end of the Portage.[12] We arrived at Noon & at 2½ p. m. set off on our return & camped at 6½ p. m. at the crossing road near the Lake. Variable weather, frequent showers of rain & high gusts of wind, other times fine weather.

Saturday. A very fine day. At 5 a. m. set off & held on to the

11 The Northwesterly end of the peninsula and once known as Hodgkins Point. It is well named Rocky Point.

12 Near Bonners Ferry, Idaho.

May 5

House, found Vandette & Forceir arrived, they had met the People with the Horses a little above the Herring Rapid and delivered my orders, then they came on & are now making the Packs traded here. At 10 a. m. re imbarked with another Load of Furrs. 18 Pieces for the Portage. At 11.55 entered the Rivulet & at 6½ p. m. put up at the first Embarrass Portage, made the Portage. The water has rose abt. 1 foot since we last passed.

May 6

Sunday. A frosty Night to ½ in. of Ice, very fine day. at 5½ a. m. set off & held on to the Hoard, here we left our Cargoe & Boisverd to take care of it. At 8½ a. m. set off on our return & by 2½ p. m. arrived at the House. The Men with the Horses have arrived, but from the great depth of Snow & the total want of Grass the Horses are wretched meagre & 5 or 6 are left along the Road unable to come on, one of which belongs to the Coy. Mr. McMillan has pressed all the Packs &c. Rain in the Night.

May 7.

Monday. A very fine day. Arranged Michel with a Letter for Mr. McDonald[13] to trade what Provisions he can & send them to the Piole de Caston by the Hands of Michel & Boulard, & also to get what Kootanaes he can to come & hunt for us. Gave Orders for the men to collect the Horses & go to the green Bay & feed & repose them & a Canoe to cross them at the Rivulet & on the 9th May to come & find us to carry off the Packs. Having given Jaco[14] his summer orders, we embarked another Cargo of Packs & Provisions & set off for the Portage. At 6¾ p. m. camped above the Rapid Brook. The water has rose very much & the Rivulet has now very strong Current. 2 Geese.

[1811.]

June 4

Tuesday. A cloudy Morng. gummed the Canoe the best we could, but heavy Showers of Rain detained us till ½ p. m., when we loaded & went down to the Weir Brook, where we put up at 1 p. m. on acct. of the leakiness of the Canoe & the bad weather, heavy Showers of Rain, -sent the men for Gum, - the Current in the main River very strong & full of Eddies & whirlpools. I shall not take the Courses as they cannot from the violent Current be anywise

13 Finan McDonald in the Flathead country is to send provisions to some point on Kootenay River for the use of Mr. Thompson's party when ascending that river.

14 Jacques Raphael Finlay, engaged as clerk, who had considerable to do with the establishing of Spokane House that summer. For data as to this man see *Quarterly*, vol. x, No. 3.

correct - the Weir Brook is abt. 15 yards x & very strong Current - ab. 4 Leagues up it is said to be a fine Lake, much Snow still on the Hills, - notwithstanding the bad weather gummed 4 Seams of the Canoe & covered them with Linnen.

June 5

Wednesday. A very rainy Morng. till 8 a. m. gathered Gum, then Gummed the other 8 Seams of the Canoe, - engaged Louis Paquier for 400 Livres for each Season for 2 Seasons, to be free each Fall when the Goods are safe in the Magazine & to have the same price for his Beaver as the other free Men with the ordinary Equipt. At 1 ¾ p. m. set off & held on down a strong boiling Current, full of Eddies & Whirlpools - At the Rapid of large stones dangerous & heavy Whirlpools, thank Heaven got safe over. - Saw 4 Chevruil & wounded one, then down to the Rocky Islds Portage, along which we made a Road of ¾ m. - from 4 p. m. to 6½ p. m. carried & put up on the Bank, - the River is everyhere very strong & the Islds are all buried under water,—many Islds are like so many terrible Falls, the water half way up the trees crushing among them like so many cataracts,—saw a few Geese,—heavy Showers of Rain. Killed a year old Mare & got a little Chevreuil Meat from Dejarlaix & Hamilin.

June 6

Thursday.[15] A fine Morn. but misty for a while, at 5.5 a. m. set off & held on, on leaving the Rapid we had fine Current among the Isles & passed the little Meadows where I met Jaco, then the bold Brook & Islds, then a rocky Knowl on the right, a second do. & close below the Herring Rapid, we examined it & run down on the right side close paddling strongly, held on good to the steep Rocks at 7½ a. m.—wounded a Chevruil & lost it, made a spell up the Horse Road, Rain came on & detained us till near noon, we then carried but under heavy Showers of Rain. At 4½ p. m. havg. gummed the Canoe a little we set off & at 6 p. m. at the old Ho. found no person, nor any writing.—Threatening weather coming on we camped, gathered Gum as the Canoe is very leaky. The Portage of the Steep Rocks is ab. 1½ m. long, the road tolerable for the Country, but hilly.

June 7.

Friday. A fine Morng. & day. At 2½ a. m. set off, dawn of day crossed the Lake, & at the Rock below the Sandy Pt. put ashore

15 Mr. Thompson starts this morning from an encampment further up Clark Fork River than on April 21st, the year before, and he reaches Kullyspell House at evening. He "ran" Heron Rapids but had to "carry" for 1½ miles at Cabinet Rapids.

at 7 a. m. Here we dried our things, much wetted & spoiling, & gummed the Canoe, which from the Ho. has been so leaky as to keep a Man continually baling out water. At 11½ a. m. set off held on against a slight head wind. At 4 p. m. at the Falls[16] obliged to carry on the right abt. ¾ m. as the water is ascending high,—gummed a little & at 6⅓ p. m. set off & held on to 7.5 p. m., when we put up

June 8.

Saturday. Light Rain, didn't set off till 5½ a. m., when we ran down to 7 a. m. to the upper end of the Root Plains, here we saw a Tent of Indians who informed us that several other Tents were below us, to them we went for farther information, from the little Chief & Haranguer from whom I learnt that Mr. McDonald & Jaco with the Men &c. were on the Skeetshoo River at the House there. I got off an Indian & Cote with a Letter as soon as possible to tell them to bring us Horses for the transportation of the Goods &c. & what Provisions they can find us. Exp. 2 ft. of Tob. in bits to the Indians &c., sent 1 fm. of Tob., 20 Balls & ¾ Pt. of Powder to Mr. McDonald, took 1 fm of do. for Expenses, paid for Root, Tob. ½ Skin, sent 2 men a huntg, of Chevruil. Killed 3 large Woodcocks & 1 Duck. The whole of the Plains are buried under water like a Deluge,—we are camped at the foot of the high Banks. Much Rain in Showers with Thunder & Lightning, but mild. The general Idea of all Indians is that War is a sacrifice of Blood to the Great Spirit, this is the first Motive, tho' in the prosecution of this Deed, their own blood is often spilt & this brings on the Idea of Revenge added to the first, which still bears the reigning Idea. Every Warrior puts white Earth on his Head as a kind of Mourning for those who are to fall & Penance for himself that the Great Spirit may give him Success,—as soon as he rises each morng. while on his excursion, he cries for a few minutes in a low Voice as one afflicted with Grief,— every time he smokes, before the pipe stem touches his Lips, he begs the Master of Life that he may slay his Man & offer the Sacrifice of Blood. This Idea is pushed so far that they havg. at their outset, under the auspices of their Idols, vowed Blood, they consider it as a great misfortune not to have shed Blood and sometimes go so far as to kill one of their own Party,—or raise part of the Scalp of some one of their Friends or Allies whom they may meet on their return, without offering him any further hurt,—they have now shed Blood and are clear of their vow. Beware, said an old Indian Warrior, to a party of White

16 Albeni Falls, Idaho, on Pend Oreille, river.

Hunters, Beware of a small War Party, they are always cruel as they are not strong enough to attack those they see of their Enemies when numerously, they often return unsuccessful and must make the Blood of their Allies pay for their Vow. A large War Party can always attack, so as to shed Blood, and though they should instantly fly, yet they have shed Blood and are clear of their Vow, they are under no farther necessity to shed the Blood of any, and their Allies are safe.[17]

June, 9.

Sunday. A day of much heavy and smart Rain, with mild thunder and lighting. Le bon Vieux and 2 or 3 others came to see me, see Expense Book. He brought 12 Mullets and 1 lb. of Cow Meat.

[1812]

March, 14.

Saturday. A cold night, at times clear, at times Sleet & snow. Morning cloudy, gummed, & at 7.52 a. m. set off. Co. N. 60 W. ⅕. N. 80 W. ⅓, N. W. ¼, S. 38 W. ½, N. 56 W. ¾. N. 72 W. ⅓, S. 85 W. ½, N. 75 W. ½, S. 65 W. ½, N. 65 W. ¼, N. W. ¼+⅓. N. 40 W. ¼, N. 30 W. ⅔, S. 85 W. ½, N. 75 W. ⅔, beg. of Co. the Strong Rapid run in the mid. then haul to the (but not too much for shoal rocks. N. 40 W ¾, beg of Co. the place of the drowned. N. 40 E. ⅕. N. 5 ⅕. N. 10 E. ⅓, N. 10 W. ½, N. 25 W. ⅕, N. 50 W. 1m., N. 15 W. ⅕, N. ½, N. 80 W. ⅕ .N 25 W. ⅖. then 3 last Cos. low rocky banks. N. 25 W. ⅖. beg. of Co. the Crosses for the Dead. S. 85 W. ⅕, N. 30 W. ¼ to the Fall. Co. N. 65 W. ¼ m., later 300 yds. Portage among very bad ugly broken large rocks, which being covered with ab. 1 ft. to 18 in. of Snow, renders carrying very bad —carry on the)—frequent Showers of Sleet & Rain—coming with a West wind & returning with a contrary do.—we arrived at 9 a. m. & it was noon before we got off from the extreme badness of the Portage. Co. N. 40 W. ⅘. N. 50 W. ¾, N. 65 W. ⅖, N. 70 W. ⅖, S. 75 W. ¼, S. 65 W. ⅖, N. 85 W. ⅜, N. 50 W. ¼, N. 68 W. ⅜, West ½ m., beg of Co. where I absd. 1809. N. 52 W. ⅖, N. 78 W. ½ m., N. W. ⅕, N. 10 W. ¼, N. 40 W. ½, N. 70 W. ¼, S. 85 W. 1 m., N. 35 W. ⅕, S. 55 W. 1-10, West ⅕, S. 68 W. ⅛, S. 10 E. ⅕ S. 50 W. ⅕, S. 75 W. ¼+⅕ to the Herring Rapid, N. 87 W. ⅓ the Herring Rapid, lined down the lower part with ⅔ rds. Cargoe—carried the rest & run the lower part with Cargoe. Snow abt. 18 in. in the Woods, 1 ft. on the Stones & Beach—began at 1.52 p. m., off at 4 p. m. Co. N. 80 W. ⅕ m., N. 15 W. ¼, N 80 W. ¾, 1 R. & rocks

17 This entry is added to connect these notes with those already printed in this *Quarterly*, vol. viii, No. 3, and also because of the valuable contribution to the subject of Indian religion.

run on the (S. 75 W. ⅛, West 1 m., S. 65 W. 1 m. to the Dalles or Narrows. Co. S. 35 W. ⅛, W. ⅛, S. 15 W. ⅛, S. 80 W. ⅛, S. 60 W. ⅕ all Narrows,—this ends them. S. 80 W. ½ m.+¼ m. near end of Co. camped at 5. 10 p. m., good place—no Snow, but plenty all around us, most in the (—abt. 18 in. deep, 10 in. on shores, rainy evening, clear Night & sharp.

March, 15.

Sunday. A fine clear sharp Morning-gummed & at 7¼ a. m. set off, Co. S. 85 W. ⅕, N. 80 W. ⅔ m., S. 80 W. ¼ rough rude steep Rock on) with ⅖ of gravel descent, ⅕ m. of woods at bottom, S. 67 W. ½, N. 85 W. ⅜, N. 75 W. ¾ do. on (—those on) for abt. 2 m. on swelling Meadow Knowls, with Ledges of Rock & scattered Trees. N. 48 W. ⅜ N. 65 W. ¾ for first ½ of Co. on) rock to the Riv. N. 85 W., 1 m., N. 80 W. ⅓, N. W. ¼. At end of N. 85 W. 1 m. Co. a bold Cut on the (perpend. to Co. from which a bold Brook falls somewhere in the (Chan. N. 55 W. ¼, N. 10 W. ⅜, N. 60 W. ⅓, S. 80 W. ½, S. 70 W. ⅜, N. 5 W. ⅓, N. 25 W. ⅓. N. 76 W. ⅔ to the Lake. At 9.42 a. m. stopped 1½ H. to try & send some young man to Kinville on McGillivray River, but they were off at Beaver in the Hills. M. m. the Rocks of the great Bay & onward are all steep in various ways down to the Water's Edge—above this several Hills rude & rocky with woods 1500 ft. on the) of the great bay, the same rocks but not so high & Hills more woody & lower. At 11¼ a. m. set off Co. N. 68 W. 1 m. N. W. ½ m. to the Ho.[18] stopped abt. ½ H. & embarked abt. 100 lbs. of Gum, all that could be found—N. W. ¼ m., N. 63 W. 4 m., N. 85 W. ⅜ m. ⅛ West 4 m. S. 72 W. ¼, S. 48 W. 1¼ m., a little beyond Co. camped at 6 p. m., very cold windy day, right ahead with high swelling Sea, which cost us much labour to cross the Lake. Cold Night & bad firewood. MM. The Course of the Mountn. eastd. of the Lake Indian Portage for the northern half appears to come down McGillivray's River from the eastd. to westd. thence for the southern half of Portage they go off to the S. Ed. to the Lake.—On the lower side of the Portge. they come from the lower end of the Portge. on McGillivray's River sloping to this place of campment & have many small round peaked Points, sometimes 3 together.

but all buried in snow—from direct below those Peaks, the Hills are broad, piled Knowl on Knowl, so that from the top to the bottom is several Miles.

18 Mr. Thompson starts from an encampment below Cabinet Rapids on Clark Fork river. These entries connect with the record printed at page 285 of vol. ix of this *Quarterly*.

LETTERS ON THE NORTHWEST FUR TRADE

Captain Eliah Grimes was master of the American brig *Owhyhee,* owned by Marshall & Wildes of Boston. He wrote the letters here reproduced to the owners giving information which was important for business reasons then and which is now of value to history after the lapse of ninety-eight years.

The originals of the letters are lost. These copies are from the letter-book of Josiah Marshall. That letter-book belongs to my mother, who is a descendant of Josiah Marshall. It is a pleasure to send these letters out to the Pacific Northwest where they originated.

Josiah Marshall was born in Bellerica, Massachusetts, in 1771. His father was a lieutenant in the Revolutionary army, and he was ninth in descent from a captain in Oliver Cromwell's army. Josiah Marshall, as a youth, went to Boston where he developed into a wealthy merchant. He engaged largely in the East India trade and is credited with having conceived great commercial plans for the northwest coast of America, which John Jacob Astor later developed in part. Mr. Marshall died in Providence, Rhode Island, in November, 1848.

It may be of interest to add that William Isaac Marshall, 1840-1906, was of the same family.

SAMUEL ELIOT MORISON.

Copies of Letters on the Fur Trade

Tungass, July 8th 1822

Gentlemen,

I have shipped on board the Ship *Hamilton* Capt. Martin, the furs that I have as pr bill of Lading however small in number, it is as many as I expected to get in the length of time I have been on, considering the number of vessels here, skins has become very scarce and dear, five will remain on after Captns Meek & Martin leaves, I have thought best for your interest to divide with the vessels that remain on the Coast notwithstanding my cargo is better than the rest except Capt Cross which I find is about the same in fact I could not have done otherways without the Skins costing 20$ or more as the rest could give two fathoms and buy cheaper Skins than I can; even giving one more will always turn the scale with

these people. Should you think of sending more cargo for the Brig, I should advise that the blankets should be from $4. to 4½ and some 3.60 cent in order there may be an assortment have them nearly the size of those on board none with a double wale which makes them more valuable than those that has cost $6 per pair the blue stripe indigo dyed.

Duffil say pr yard from 1$ to 1¼ indigo dye which gives a bright colour and more saleable, what I have seen out here that has been coloured with logwood find a great deal of it rotten which is owing to the colouring. The blue cloth is to dear by one dollar per yard however that I shall not want this four years to come unless I meet with success, red cloth is wanted as it is twice the value of Blue, say two Bales, Gurrah one half gone and shall lose near one hundred skins the remainder of this season and next for the want there of should you send let the number of Bales be not less than 21 or 14—Kendrick muskets are of no more value than the French in fact they are not so saleable the Speak musket is of more value, one or two bales of India chintz will do well to purchase land furs & Tails 30 or 40 lb. red lead to mix with vermilion—send buck shot instead of lead except what is wanted for balls I have tried in the most compact way and find there is from 25 to 30 pr cent loss in running lead into shot, the greatest proportion wants to be of the largest kind, as it is used altogether for hunting otter, more than one half the lead is already gone I shall not have enough to last half next sea-son, I should say it would take 20 or 21 Cwt for the year and two thirds or more of it buck shot. Powder with what I have on board will last this two years if that is not sold at the Islands, whe ever you send it let it be in kegs as there is a loss in the barrels the price of a skin is two kegs and emptying them into kegs we shall have to fill them all, whereas none of the kegs are full by an inch or more and some two inches. I shall want 20 or 25 M pearl buttons without brass eyes which I intend going alone this season so that you may send them out the first opportunity, The rum does well should you send more be sure and have it coloured. on a consultation of all the masters on the coast that is Capts Clark, Cross, Harris, Stetson. we have thought it for the interest of our owners to purchase the remains of Capt. Martins cargo as he was determined to give 9 & 10 fathoms for a skin with all the presents in that case we should not have been able to have got a skin, we know for a fact that the natives have kept them back for that purpose what we bought is the best of his cargo for which we have paid 16 prime skins, 16 cubs—30 beaver—30 land otter each—

The principal object I had in view was to have some of the brigs cargo to meet others of the same value as the Skins I buy at the cheapest rate are very dear, Those moreens will not sell to any advantage on this coast, however they may on California. At the Islands I wrote you respecting goods for that coast to the amount of 10 or 15 thousand dollars should I get those by Capt Meek or should not I would advise the amount not to be more than 8. or 9 thousand including the memorandum for Capt Meek, since have understood the Brig *Quill* is intended for that coast however those goods that was intended to be brought out by Capt Meek for *Quill* will not injure the sale of as they are intended for the missions where there is the principal part of the money, I am in want of flour as I had but four barrels when I left the Islands we find three ½ was used on the passage to the Island by the log book, as it comes much cheaper out here deducting the freight of bread casks the Sultan has 70 or 80 bbls, of which I can get some.

The Brig has been very unfortunate in sickness & death John Winneberger a young man I shipped at the Islands died on 19th of April of a consumption, Mr. Hawkshurst (the clerk) on the 16th of May we have had from three to seven most of the time sick until within about a month, Stephen Sweat who came out in the *Tamahourelanne,* has been sick for six weeks past and grows worse so much that I shall send him to the Islands they complain of violent cold pains in the breast and head which I think is owing in a great measure to brig being so fully salted she is damp from one end to the other, also shall send a mutinous fellow by the name of John Reed who was one of the liberty's crew who shipped in Boston which Capt Wildes knows the particulars, I have had a serious proof of his conduct also two others as they resorted to pistols knives axes & clubs. I intend getting two of them to the Islands if I can obtain a passage, Capt Clark has been obliged to go to Norfolk Sound and land eight or 10 of his in fact no vessel on the coast but what has had a great deal of trouble. I wish for your own interest you would select a set of young men of good habits and send out expressly for the Brig if young and not seamen, let their agreement be after being out such a length of time, that their wages may be advanced as they become better seamen, in order that they may be better satisfied with their situation also a young man as clerk and to assist me in making up small trade. During the time I have been on the Coast I have been quite unwell and lame with rheumatism which is owing to a cold caught on California at the time of my relieving the people that was captured by the Spaniards. I wish you to inform me

whether Mr. French is your agent at Canton or who is should not Capt Wildes, or Mr Jones be in these or Canton.

Respectfully Yours
signd Eliah Grimes

Brig *Owhyhee* N. W. Coast of America

P. S. The enclosed is an invoice of merchandise bought of Capt Martin, the brig will want tobacco next season you may calculate on 1 hhd a year and 40 or 50 good French muskets with Brass pans as there is many places the Kendrick muskets will not sell. also medicines such as, Antimonial wine Burgundy pitch doven powders doses half of it gr 15 each other, flaxseed half in powder, Paragoric, Essence of peppermint, Spirits of Nitre dulcified, Syrup of Squils, Spirits of Hartshorn Tincture of myrrh, Balsam Copavia, Laudanum Gum kino in power, Opodeldock, Elixir Vitriol, Turlington Balsam, Camphor—

I have reason to believe if those medicines had been on board, the complaints might have been removed as they were occasioned by colds. The reason of my having the bills of lading made out in this way is that possibly one of your vessels might be at the Islands, in so doing it would save half the freight, should any alteration take place at the Islands Mr. Jones will inform you. I wish you to send a quantity of log paper all the old newspapers for making up small trade such as mush. log paper for shot & powder as we are entirely destitute, also dozen of good locks have got some two diqr rot[sic] on board, bills of laden are wanted.

August 11th Tungass N. W. C. America

Gentlemen,

Since shipping the furs on board the *Hamilton* of July 9th, I have been able to collect 74 black skins besides land furs as per bill of lading and sent to Canton under the same direction as heretofore—that part of the cargo I bought of Capt Martin so far has done well and believe it will not rising one hundred per cent profit, one advantage will be derived from it, it will lengthen out the other woolen and bring the skins much cheaper than those that are all bought of the Brigs. The standing price of skins is three fathoms of duffil, three blankets, 2 gals Rice 2 molasses besides the small presents or two French or two Kendrick muskets, or two kegs of powder, those Holland christal liquor cases do well, one for a prime skin, with from one to three galls, Rum, . . .

(signed) Eliah Grimes

MONUMENT TO CAPTAIN HEMBEE*

In White county, Tennessee, on the morning of December 22, 1813, it was announced a man child had been born; a few days later there appeared on the legal birth records the name Absalom Jefferson Hembree, son of James and Nancy Hembree. He was a lovely baby boy that looked like his father.

Days rapidly passed into years, the boy soon came to school age, and as a sturdy youth attended the district school in his native state. Growing into young man-hood, he courted the girl of his choice and on the 22nd day of January, 1835, when he was twenty-two years and one month old he was married to Nancy Dodson. During the year 1836 A. J. Hembree and his wife moved into Missouri, where they took up a farm which they worked, improved and cultivated for a number of years. They were energetic people, ambitious and willing to sacrifice comfort for advancement. When word came to them that a number of people were preparing to migrate to the great northwest—Oregon—they planned to join the train. So it was that in the early spring they left their home on the third day of May, 1843, (little Nancy's birthday) and started the great trek across the plains which did not end until they reached Oregon City on the 13th day of November, 1843; six months and ten days on the road. This train of 1843 was a notable company of people—120 wagons, 5,000 head of live stock. Harvey W. Scott, the late editor of the Oregonian said "It numbered about 900 persons, among whom were many strong characters and conspicuous ability as James Nesmith, Jesse Applegate, Mathew Gilmore, M. M. McCarver, who founded Tacoma; John G. Baker, Absalom J. Hembree, Daniel Waldo, William T. Newby, Henry A. G. Lee, John and Daniel Holman, Thomas G. Naylor, John R. Jackson, the first American settler between Columbia River and Puget Sound; Peter H. Burnett,who went to California and became the first governor of that state after it entered the union, and many more."

Many incidents of danger occurred on the trip from Independence, Missouri to Oregon City, Oregon, as was common to all the

*On Sunday June 20, 1920, an interesting ceremony was held in Toppenish, Yakima County, Washington. The Washington State Historical Society had placed a marker on the battlefield where Captain Hembree was killed by the Indians. Through the cooperation of the authorities of Toppenish the Society also placed a monument in the public park of that city. The program consisted of patriotic songs and addresses. O. B. Sperlin, of Tacoma, Vice President of the Washington State Historical Society, was master of ceremonies. Among the speakers was Major John W. Cullen of Portland, Oregon, and his wife, a daughter of Captain Hembree, unveiled the monument. Other speakers included Rev. George Watters, chief of the Yakimas; R. G. Benz, Vice President of the Toppenish Commercial Club; Mr. Sperlin, and D. H. Bonsted, City Attorney of Toppenish. The principal address of the occasion was given by William P. Bonney, Secretary of the Washington State Historical Society, who traced the history leading up to the tragic death of Captain Hembree. The address is here reproduced to make more permanent record of the facts assembled.

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immigrant trains that made their way over the "Old Oregon Trail." However this company of 1843 was not seriously interfered with or menaced by the natives along the way, probably because of their great number, and the fact that some 300 of them were bearing arms. To facilitate travel and camp comfort, after having been on the road for some time, the company was divided into squads, with individual leaders. On one occasion when M. M. McCarver and his company was in the lead a red flag was seen in the distance. Supposing it to be Indians with murderous intent, McCarver halted his squad, formed his armed men in battle array, and marched forward. When they reached the red flag they found it to be a large salmon split open, fastened to a pole, to advertise the fact that fish was for sale there. Petty annoyances were practiced on the company by the Indians, for instance, two young men with high ambitions tarried behind one day to carve their names on a rock above that of any other. A party of Indians came along, captured the aspirants for high honors, took them to their company and demanded a ransom for their release, which was paid, much to the chagrin and relief of the captives. Then the Indians used to steal horses during the night, bring them back in the morning and demand pay for their return. Jesse Applegate says that four successive times he paid for the return of one of his horses.

The coming of this large company in 1843 disturbed the equanimity of the Hudsan Bay Company. Oregon at that time was under the joint occupancy treaty, with the British trying to keep all American settlers south of the Columbia River. Johnny Grant, the Hudson Bay Company's factor at Fort Hall, tried to dissuade the immigrants from bringing any wagons west of his station. When this company passed Grant sent word to Dr. McLoughlin, the chief factor of the Hudson Bay Company at Vancouver; the evidence of this is contained in a letter written by Dr. McLoughlin to Dr. Tolmie, stationed at Fort Nisqually—the original is in the State Historical Building and reads:

"I this moment received a letter from Mr. Grant informing me there had passed at Fort Hall one thousand men, women and children from the states, bound for the Willamette, but no boundary treaty is yet made. Dr. Whitman is come back and as yet we have received no papers from the states.

Vancouver, Oct. 6, 1843. JNO. MCLOUGHLIN."

Real hardships were experienced by these pioneers after they passed through the Grand Ronde valley. A road way had to be cut through the heavy timber across the Blue Mountains. On top

immigrant trains that made their way over the "Old Oregon Trail." However this company of 1843 was not seriously interfered with or menaced by the natives along the way, probably because of their great number, and the fact that some 300 of them were bearing arms. To facilitate travel and camp comfort, after having been on the road for some time, the company was divided into squads, with individual leaders. On one occasion when M. McCarver and his company was in the lead a red flag was seen in the distance. Supposing it to be Indians with murderous intent, McCarver halted his squad, formed his armed men in battle array, and marched forward. When they reached the red flag they found it to be a large salmon split open, fastened to a pole, to advertise the fact that fish was for sale there. Petty annoyances were practiced on the company by the Indians, for instance, two young men with high ambitions tarried behind one day to carve their names on a rock above that of any other. A party of Indians came along, captured the aspirants for high honors, took them to their company and demanded a ransom for their release, which was paid, much to the chagrin and relief of the captives. Then the Indians used to steal horses during the night, bring them back in the morning and demand pay for their return. Jesse Applegate says that four successive times he paid for the return of one of his horses.

The coming of this large company in 1843 disturbed the equanimity of the Hudson Bay Company. Oregon at that time was under the joint occupancy treaty, with the British trying to keep all American settlers south of the Columbia River. Johnny Grant, the Hudson Bay Company's factor at Fort Hall, tried to dissuade the immigrants from bringing any wagons west of his station. When this company passed Grant sent word to Dr. McLoughlin, the chief factor of the Hudson Bay Company at Vancouver; the evidence of this is contained in a letter written by Dr. McLoughlin to Dr. Telmie, stationed at Fort Nisqually—the original is in the State Historical Building and reads:

"I this moment received a letter from Mr. Grant informing me there had passed at Fort Hall one thousand men, women and children from the states, bound for the Willamette, but no boundary treaty is yet made. Dr. Whitman is come back and as yet we have received no papers from the states.

Vancouver, Oct. 6, 1843. Jno. McLoughlin."

Real hardships were experienced by these pioneers after they passed through the Grand Ronde valley. A road way had to be cut through the heavy timber across the Blue Mountains. On top

of those mountains they experienced a snow storm. It was beautiful but uncomfortable. Provisions were running low, but they replenished these to some extent at the Waiilatpu mission. Whitman charged them forty cents a bushel for potatoes. This seemed exhorbitant to some of them as potatoes in Missouri sold for twenty cents the bushel. The trip down the Columbia River on rafts of logs, double catamarans, etc., was hazardous and uncomfortable in the extreme; cold fall days, litte food, tired out people—it was no child's play, and yet only nine people died on the entire trip and four of them were drowned. That was not a bad death rate when we consider the number of people involved.

Lieutenant John C. Fremont gained his fame as a "pathfinder" by following the 1843 immigrant train across the plains.

A. J. Hembree and family stayed in Oregon City until March, 1844. They then went to Yamhill county, where they took up a land claim at about where the town of Carlton is now located. Here Mr. Hembree constructed a hewed log house, the only one of that character in that vicinity, others were of rough logs. Ten children were born to the family; four are still living.

"Uncle Abb," as A. J. Hembree was known to his neighbors, was popular. In 1846 he was elected to the Oregon legislature, where he served with satisfaction to his constituents. This we assume as a fact because he was re-elected.

When the Indian war of 1855 and '56 began Mr. Hembree assisted in organizing the "Oregon Mounted Volunteers." He was elected captain of Company E.

While this war was general over Oregon and Washington, the center seemed to be the Yakima Valley.

It has been asserted by some that the war was brought on by the treaty making of Governor Stevens, but the following extract from a letter written in April, 1853, by Father Pandosy, the priest stationed at Atahnum to Father Mesplie at The Dalles coupled with other evidence refutes such statements, and shows that the war was being planned before Stevens was near Washington.

A part of the latter referred to reads: "A chief of the upper Nez Perces has killed 30 head of cattle at a feast given to the nation, and this number of animals not being sufficient, seven more were killed; the feast was given in order to make a declaration of war against the whites."

The Territory of Washington at that time was sparsely settled with white people; a few regular soldiers at Forts Steilacoom, Vancouver and Walla Walla, under the command of General Wool,

whose headquarters was in San Francisco. Wool was strangely opposed to having his soldiers do anything to the Indians or to do anything that might be in line of co-operation with Governor Stevens, therefore the protection of life and property devolved mainly on the volunteers. Oregon sent about 400 of her mounted volunteers, commanded by Colonel Cornelius up the Columbia River, through the Walla Walla district, on through the Palouse country, back to the Columbia River, which stream two of the companies, C and E, crossed near the mouth of the Yakima, and proceeded up Satas Creek. Early on the morning of April 10, 1856 the colonel sent a scouting party of ten, under the command of A. J. Hembree, up the mountain side towards the pass. As the scouts neared the top they were ambushed by the Indians. I will use Lieutenant Stillwell's words, one of the scouting party, in describing what happened:

"Just before we got to the top of the hill we went over a little ridge and down a small flat at the head of and between two canyons, one a mere hollow and the other a pretty good sized canyon. The Indians were on the big ridge to the right of us, probably fifty or sixty of them. About forty more of them came around and got between us and the camp to cut us off from our main body of troops. There were a large number, probably one hundred Indians in the large or main canyon ahead. When we got over the flat,Hembree ordered 'Right, charge up the hill.'

"About half the way up the hill the Indians fired on us. We were about fifty yards from the foot of the hill when they fired. None of us were hit. They mostly overshot. After they fired the second time they rose yelling and waving their blankets and stampeded our horses, and the Indians in our rear, between us and camp, closed in at our back and attacked us.

"There were ten of us altogether. This put us betwen the Indians on the ridge and the bunch of about forty in the rear. About this time Hembre said, 'Retreat, boys, they are too many for us.' Then we retreated along the flat between the two canyons which now seemed to be filled with Indians. In moving, Hembree was on our exterme right near the deeper canyon. There were over one hundred Indians there in the big canyon. I was on the extreme left when we retreated and fell in just ahead of the forty Indians on our left. Four of five of the boys close to me, and just as we got on the level spot between the two canyons, and just at the top of the hill before starting down, Hembree was shot from his mule. He was shot in the right side just above the hip bone, the shot coming

out on the left side at the second rib; the ball going clear through. He called to the boys not to leave him.

"My animal was weak and I was holding it in to keep it from overjumping itself when it came to the steep part going down the hill. An Indian came up to me on this steep hill and kept gaining on me until his horse's nose was against my right knee. I knew that as soon as I struck level ground he'd put his gun against me and shoot, and it would be all off. I threw my horse onto its haunches and swung her around to the left, and as I came around the Indian fell off his horse before he could get his gun up to his face. I looked around and then saw Hembree lying with his head down hill. He was braced up with his right hand and was using his revolver with his left. This was the first time I saw him after he was shot, he having gone over the point of a small sharp ridge out of sight, just before he was shot. Just then an Indian ran up to him and fired, shooting him through the heart. Hembree fell over and moved one foot and then one hand afterwards and then lay still. I could not keep my horse still, but every time she whirled around I fired, having a good pair of Colt's Dragoon revolvers and with them held back the forty mounted Indians until the balance of our party came up."

Mr. Stilwell says that the fight continued all day and that several Indians were killed. Captain Hembree's body was recovered, taken to Oregon and buried on the home farm which is still owned and operated by the Hembree family.

Those Oregon Volunteers went through many hardships, dangers and privations during the winter of 1855 and '56 in their effort to protect American white settlers' lives and property. It has long been the desire of members of the Washington State Historical Society to make some visible recognition of the part they played. Curator L. V. McWhorter, some three years ago got information from an Indian as to the battle ground, and the fact that a white man was killed there; last year through the financial aid of the Toppenish Commercial Club, we were able to have Lieutenant Wm. D. Stillwell of Tilamook, Oregon, come here and go with us in Mr. Newell's auto to the battle ground and point out to us the exact spot where Hembree fell. A marker has been placed on that spot and now we are about to unveil a carved monument, erected to the memory of a grand and good man who died that others might live. This monument stands here in silent repose by the legal permit of your City Council and in its silence tells to the world the human fate of Captain Absalom Jefferson Hembree.

W. P. Bonney.

SHIPBUILDING IN THE PACIFIC NORTHWEST*

Ships and the sea are always fascinating, but they take on a double interest when they are concerned with places we know. Considering the possibilities that offer in the history of shipbuilding in the Pacific Northwest, it is surprising that there have not been more attempts to outline it in a complete form. The famous old Eliza Anderson and a few of the earliest vessels built on the coast are familiar to some of us because of their individual interest; but aside from *Lewis and Dryden's Marine History of the Pacific Northwest,* there are no organized presentation of the subject.

There are excellent accounts of the ship yards, like that of the Hall Brothers, whose work extends back for many years, and of the Oregon Steam Navigation Company, and the beginnings of shipbuilding all along the coast and up the rivers. There are delightful reminiscences of the pioneers which give vivid little pictures of the conditions surrounding marine life forty or fifty years ago. But they are scattered through the volumes of different histories and old bound magazines, so that any impulse to look them up is apt to be checked by the thought, "O, but it takes so long to find them . . . . "

It is for this reason that bibliographies on Northwest shipbuilding seem desirable. Anyone who is interested in reading upon the subject will find plenty of material in the well-known books that are in any good Northwest collection. The ensuing bibliography, though it is, of course, incomplete, ought to serve as a time-saver for the reader who is in search of a special topic.

It includes articles on the great rise of the shipbuilding industry with the coming of the war and the Government ship yards. It is interesting to discover that the sites of some of the new yards have their historical importance, in being old yards remodelled, or the locations of projected shipbuilding plants which never materialized because the venture was too costly at the time. The present situation is really a premature culmination of a movement that began far back in the past, and affords rather an unusual study. It certainly cannot be appreciated without a knowledge of that past and an understanding of the opportunities offered by the Puget Sound country. Even the war could not have brought the ship yards here if there had not been a suitable coast upon which

*Prepared in University of Washington Library School in Course on Bibliography

to establish them, and, perhaps, the previous trial-and-error experiments in finding the best locations for them.

Anyone who has had occasion to use *Lewis and Dryden's Marine History of the Pacific Northwest* cannot help realizing what a truly monumental piece of work it is. It extends over a period of about forty years, from 1854 to 1895, giving a complete record of the steps in the growth of the shipbuilding industry, as well as giving an account of the few earlier vessels which are to be rememberd for their historical value. In the preface it is announced their aim is to give the marine history, and that only; for it has been omitted from the other histories of the Northwest. To do this, year by year, giving the names and descriptions of the vessels built and the names and activities of the most important men concerned in the various enterprises was obviously a tremendous undertaking.

But the finished book does not present the purely statistical aspect which we would expect of one founded so largely upon statistics. It is accurate and well arranged, with the same general outline for the treatment of each year; important vessels, steamers, sailing vessels, important men, and marine disasters. But it is written so as to avoid undue repetition and anything which might make it dry reading. Because it is so inclusive it has semed the most reliable source from which to draw up a chronological table of ships built on the coast. This table is intended to show the relative importance of different localities in marine history, and the rise and fall of the manufacture of steam and sailing vessels in each locality. Wherever possible the classification has been reduced to simply "steam" and "sail," for uniformity's sake and to avoid confusion. Only coastbuilt vesels have been tabulated, though the history covers a great many of the river boats in the earlier times. For drawing general comparisons and discovering the general trend of development of the industry, the table ought to be useful. But for the real interest that centers around Port Ludlow and Port Blakely, Seattle, and Tacoma and Portland, and all the little harbors where marine activities grew and died and grew again, one must read some of the chapters from the history itself.

Chronological Table of the Chief Coast-Built Vessels
1788-1795

Date	Name	Place	Kind
1788	Northwest America	Nootka Sound	schooner
1792	Adventure	Clayoquot Sound	sloop
1811	Dolly	Astoria	schooner
1841	Star of Oregon	Swan Island	schooner
1854	H. C. Page	New Whatcom	schooner
1854	Emilie Parker	Olympia	schooner
1854	A. Y. Trask	Port Discovery	schooner
1854	Col. Ebey	Port Townsend	sloop
1856	Umpqua	Coos Bay	schooner
1858	Julia Barclay	Port Blakely	steamer
1858	Eliza Anderson	Portland	steamer
1859	Arago	Coos Bay	brig
1860	Florence E. Walton	Coos Bay	steamer
1861	Rebecca	Dungeness	schooner
1861	Cariboo and Fly	Victoria, B. C.	steamer
1862	Rose (Baranoff)	Sitka	steamer
1863	George S. Wright	Port Ludlow	steamer
1863	Mary Woodruff	Port Madison	steamer
1864	Coldstream	Alberni, B. C.	sail
1864	Passiac	Gray's Harbor	sail
1864	Pioneer	Olympia	steamer
1864	Jenny Jones	Port Townsend	schooner
1864	L. B. Hastings	Port Townsend	sail
1864	Black Diamond	Seattle	steamer
1864	Alexandria	Victoria, B. C.	steamer
1866	Politkofsky	Sitka	steamer
1867	Robert Cowan	Sooke, B. C.	brig
1869	K. L. Mastick	Port Discovery	tug
1869	Forest Queen	Port Ludlow	bark
1869	Phantom	Port Madison	steamer
1869	Tidal Wave	Port Madison	bark
1869	Clara Light	Steilacoom	schooner
1869	Favorite	Utsalady	tug
1869	Linnie	Utsalady	steamer
1869	Emma	Victoria, B. C.	steamer
1870	Lightning	Port Ludlow	schooner
1870	Tolo	Port Ludlow	schooner
1870	Wildwood	Port Madison	steamer

Date	Name	Place	Kind
1871	Etta White	Freeport	steamer
1871	Livley	Mare Island	steamer
1871	Clara	Seattle	steamer
1871	Comet	Seattle	steamer
1871	Zephyr	Seattle	steamer
1871	Katie Ladd	Westport	ferry
1872	Gotana	Coos Bay	schooner
1872	Oregonian	Coos Bay	schooner
1872	Big River	Coos Bay	schooner
1872	Blakely	Port Blakely	steamer
1872	Serena Thayer	Port Discovery	schooner
1872	Mary Parker	Port Townsend	schooner
1872	Maude	San Juan Island	steamer
1872	Georgia	Seabeck	steamer
1872	Etta May	West Port	schooner
1873	Portland	Coos Bay	sail
1873	Empire	Port Madison	steamer
1874	Western Shore	Coos Bay	sail
1874	Annie Gee	Port Ludlow	sail
1874	Ellen J. McKinnon	Port Ludlow	sail
1874	Jessie Nickerson	Port Ludlow	sail
1874	Pio Benito	Port Ludlow	sail
1874	Twilight	Port Ludlow	sail
1874	Addie	Seattle	tow
1874	Fanny	Seattle	steamer
1874	Lena C. Gray	Seattle	steamer
1875	Laura May	Coos Bay	schooner
1875	Panonia	Coos Bay	schooner
1875	L. J. Perry	Port Gamble	schooner
1875	American Girl	Port Ludlow	schooner
1875	Annie Lyle	Port Ludlow	schooner
1875	Cassie Hayward	Port Ludlow	schooner
1875	Emma Utter	Port Ludlow	schooner
1875	Ida Schnauer	Port Ludlow	schooner
1875	La Geronde	Port Ludlow	schooner
1875	Wm. L. Beebe	Port Ludlow	schooner
1875	Fanny Lake	Seattle	steamer
1876	Thomas Corwin	Albina, Ore.	cutter
1876	Katie Flickinger	Belltown	sail
1876	Jennie Stella	Coos Bay	schooner
1876	Capitol	Olympia	steamer

Date	Name	Place	Kind
1876	Courser	Port Ludlow	sail
1876	Premier	Port Ludlow	sail
1876	Reporter	Port Ludlow	sail
1876	Despatch	Port Madison	steamer
1876	Robert & Minnie	Port Madison	schooner
1876	Cassandra Adams	Seabeck	sail
1876	Hyack	Seattle	steamer
1876	Messenger	Seattle	steamer
1876	Minnie May	Seattle	steamer
1876	Nellie	Seattle	steamer
1876	Hayes	Umpqua	schooner
1876	J. B. Leeds	Umpqua	schooner
1876	Mary Parker	Utsalady	schooner
1876	Reliance	Victoria	steamer
1877	John Nation	Belltown	steamer
1877	North Bend	Coos Bay	sail
1877	H. C. Merchant	Marshfield	sail
1877	M. E. Forster	Port Blakely	sail
1877	Wailele	Port Blakely	sail
1877	Hueneme	Port Ludlow	sail
1877	Richard Holyoke	Seabeck	tug
1878	Peerless	Coos Bay	schooner
1878	Old Settler	Olympia	steamer
1878	Catherine Sudden	Port Ludlow	sail
1878	Liholuho	Port Ludlow	sail
1878	Luka	Port Ludlow	sail
1878	Waiehu	Port Ludlow	sail
1878	Gem	Seattle	steamer
1878	Josephine	Seattle	steamer
1878	Woodsied	Sooke	steamer
1879	Santa Rosa	Marshfield	schooner
1879	James Makee	Port Ludlow	steamer
1879	Malolo	Port Ludlow	schooner
1879	Olympus	Seabeck	sail
1879	Cassiar	Seattle	steamer
1879	George E. Starr	Seattle	steamer
1879	Neptune	Seattle	steamer
1879	Emily Stevens	Westport, Ore.	schooner
1880	Eva	Coos Bay	schooner
1880	George C. Perkins	Coos Bay	sail
1880	State of Sonora	Coos Bay	sail

Date	Name	Place	Kind
1876	Courser	Port Ludlow	sail
1876	Premier	Port Ludlow	sail
1876	Reporter	Port Ludlow	sail
1876	Despatch	Port Madison	steamer
1876	Robert & Minnie	Port Madison	schooner
1876	Cassandra Adams	Seabeck	sail
1876	Hyack	Seattle	steamer
1876	Messenger	Seattle	steamer
1876	Minnie May	Seattle	steamer
1876	Nellie	Seattle	steamer
1876	Hayes	Umpqua	schooner
1876	J. B. Leeds	Umpqua	schooner
1876	Mary Parker	Umpqua	schooner
1876	Reliance	Victoria	steamer
1877	John Nation	Bellevue	steamer
1877	North Bend	Coos Bay	sail
1877	H. C. Merchant	Marshfield	sail
1877	M. E. Forster	Port Blakely	sail
1877	Wallele	Port Blakely	sail
1877	Hueneme	Port Ludlow	sail
1877	Richard Holyoke	Seabeck	tug
1878	Peerless	Coos Bay	schooner
1878	Old Settler	Olympia	steamer
1878	Catherine Sadden	Port Ludlow	sail
1878	Libolubo	Port Ludlow	sail
1878	Luka	Port Ludlow	sail
1878	Waiehu	Port Ludlow	sail
1878	Gem	Seattle	steamer
1878	Josephine	Seattle	steamer
1878	Woodpecker	Snohomish	steamer
1879	Santa Rosa	Marshfield	schooner
1879	James Makee	Port Ludlow	steamer
1879	Maloolo	Port Ludlow	schooner
1879	Olympus	Seabeck	sail
1879	Cassiar	Seattle	steamer
1879	George E. Starr	Seattle	steamer
1879	Neptune	Seattle	steamer
1879	Emily Stevens	Westport, Ore.	schooner
1880	Eva	Coos Bay	schooner
1880	George C. Perkins	Coos Bay	sail
1880	State of Sonora	Coos Bay	sail

Date	Name	Place	Kind
1880	Aggie	Port Ludlow	sail
1880	C. R. Bishop	Port Ludlow	steamer
1880	Wrestler	Port Ludlow	sail
1880	Augusta	Port Madison	steamer
1880	Hercules	Portland	barge
1880	Wyatchie	Portland	barge
1880	Al Ki	Seattle	steamer
1880	Daisy	Seattle	steamer
1880	Edith Grace	Seattle	steamer
1880	Joe Adams	Seattle	steamer
1880	Seattle	Seattle	steamer
1881	Biz	Arcadia	steamer
1881	Alert	Coos Bay	steamer
1881	James A. Garfield	Coos Bay	steamer
1881	John G. North	Coos Bay	steamer
1881	Shoo Fly	Coupeville	steamer
1881	Annie Larson	Port Blakely	schooner
1881	Hornet	Port Blakely	tug
1881	Lottie Carson	Port Blakely	schooner
1881	Maria E. Smith	Port Blakely	schooner
1881	Kitsap	Port Ludlow	sail
1881	Jeannie	Port Townsend	steamer
1881	Yaquina	Portland	steamer
1881	Frances Alice	St. Helens	schooner
1881	Mary Winkleman	Seabeck	sail
1881	Retriever	Seabeck	sail
1881	Hope	Seattle	tug
1881	Jessie	Seattle	steamer
1881	Lily	Seattle	steamer
1881	Sea Witch	Seattle	steamer
1881	Seattle	Seattle	steamer
1882	General Miles	Astoria	steamer
1882	Edna	Seattle	steamer
1882	Evangel	Seattle	steamer
1882	Steadfast	Seattle	steamer
1882	Baby Mine	Steilacoom	steamer
1883	Baloena	Ballard	steamer
1883	Rustler	East Sound	schooner
1883	Squak	Houghton	steamer
1883	Columbia	Knappton	schooner
1883	Minnie Miller	Lincoln	steamer

Date	Name	Place	Kind
1883	Glen	Marshfield	schooner
1883	Jennie Wand	Marshfield	schooner
1883	Arrow	Olympia	steamer
1883	Parkersburg	Parkersburg	schooner
1883	Corona	Port Ludlow	schooner
1883	Dora Bluhm	Port Ludlow	schooner
1883	Planter	Port Ludlow	steamer
1883	Rosalind	Port Ludlow	schooner
1883	Skagit	Port Ludlow	schooner
1883	Edith R.	Seattle	steamer
1883	Glide	Seattle	steamer
1883	Port Suisun	Seattle	steamer
1883	Sailor Boy	South Bend	schooner
1883	Bob Irving	Tacoma	steamer
1883	Swan	Tacoma	steamer
1884	Sophia	Lake Bay	steamer
1884	Bella	New Westminster	steamer
1884	Leonard	New Westminster	steamer
1884	Shoo Fly	Port Ludlow	steamer
1884	Tyee	Port Ludlow	tug
1884	Maude	Port Madison	steamer
1884	Enterprise	Port Townsend	steamer
1884	Louise	Seabeck	steamer
1884	Cascades	Seattle	steamer
1884	Colby	Seattle	steamer
1884	Pearl	Seattle	steamer
1884	Watchmaker	Seattle	steamer
1884	Skookum	Skookum Bay	steamer
1884	Cuba	Tacoma	steamer
1884	Utsalady	Utsalady	steamer
1884	Mermaid	Victoria, B. C.	steamer
1884	Edith	Whatcom	steamer
1886	Dolphin	Astoria	steamer
1886	Electric	Astoria	steamer
1886	Favorite	Astoria	steamer
1886	Nellie	Columbia	ferry
1886	Cruiser	Coos Bay	tug
1886	Novelty	Coos Bay	schooner
1886	Traveller	Coos Bay	tug
1886	Edith E.	Houghton	steamer
1886	Alton	Marshfield	schooner

Date	Name	Place	Kind
1886	Antelope	Marshfield	steamer
1886	Butcher Boy	Marshfield	steamer
1886	Eloise	Olympia	steamer
1886	Mikahala	Port Blakely	steamer
1886	S. N. Castle	Port Blakely	sail
1886	Wailele	Port Blakely	steamer
1886	W. S. Bowne	Port Blakely	schooner
1886	Planter	Port Ludlow	sail
1886	Albina No. 1	Portland	steamer
1886	Daisy	Portland	steamer
1886	Julia	Portland	steamer
1886	Lena	Portland	steamer
1886	Mikado	Portland	launch
1886	N. S. Bentley	Portland	steamer
1886	Quinant	Portland	steamer
1886	Rosie Olsen	Portland	schooner
1886	Three Sisters	Portland	steamer
1886	Alaskan	Seattle	steamer
1886	Allie I. Alger	Seattle	schooner
1886	Gleaner	Seattle	steamer
1886	Grace	Seattle	steamer
1886	Jennie Carroll	Seattle	steamer
1886	May Queen	Seattle	steamer
1886	Yukon	Seattle	steamer
1886	Bessie	Tacoma	steamer
1886	Clara Brown	Tacoma	steamer
1886	Little Joe	Tacoma	steamer
1886	Mogul	Tacoma	tug
1886	Mischief	Yaquina Bay	schooner
1887	Tolo	Eagle Harbor	steamer
1887	De Haro	East Sound	steamer
1887	Pioneer	Hoquiam	schooner
1887	Volunteer	Hoquiam	schooner
1887	North Bay	Olympia	steamer
1887	F. S. Redfield	Port Blakely	sail
1887	Fred E. Sander	Port Blakely	sail
1887	Lizzie Vance	Port Blakely	sail
1887	Robert Sudden	Port Blakely	sail
1887	S. G. Wilder	Port Blakely	sail
1887	Kitsap	Port Ludlow	schooner
1887	W. F. Jewett	Port Ludlow	schooner

Date	Name	Place	Kind
1887	Zampa	Port Townsend	sail
1887	J. M. Coleman	Seattle	tug
1887	Rainier	Seattle	steamer
1887	Takou	Seattle	steamer
1887	Violet	Seattle	steamer
1887	Bessie	Tacoma	steamer
1887	Skagit Chief	Tacoma	steamer
1887	Mamie	Vancouver, B. C.	steamer
1887	Badger	Victoria, B. C.	steamer
1887	Eliza	Victoria, B. C.	steamer
1887	Muriel	Victoria, B. C.	steamer
1887	Nell	Victoria, B. C.	steamer
1887	Red Star	Victoria, B. C.	steamer
1887	Iris	Wrangel, Alaska	launch
1888	Polar Bear	Astoria	steamer
1888	Volga	Astoria	steamer
1888	Wenona	Astoria	steamer
1888	Ralph J. Long	Bandon, Ore.	sail
1888	Aberdeen	Gray's Harbor	steamer
1888	Rival	Knappton	steamer
1888	Louis	North Bend, Ore.	sail
1888	J. E. Boyden	North Seattle	tug
1888	Meta	Olympia	steamer
1888	T. M. Richardson	Oneatta	steamer
1888	E. K. Wood	Port Blakely	sail
1888	J. M. Coleman	Port Blakely	sail
1888	Oceanica Vance	Port Blakely	sail
1888	Robert Searles	Port Blakely	sail
1888	Lakme	Port Madison	steamer
1888	Puritan	Port Madison	sail
1888	Brisk	Portland	launch
1888	Cyclone	Portland	steamer
1888	Jessie	Portland	launch
1888	Edison	Samish	steamer
1888	E. W. Purdy	Seattle	steamer
1888	Halys	Seattle	steamer
1888	Jayhawker	Seattle	steamer
1888	Delta	Stanwood	steamer
1888	City of Ellensburg	Tacoma	steamer
1888	Harry Lynn	Tacoma	steamer
1888	Henry Bailey	Tacoma	steamer

Date	Name	Place	Kind
1888	Thomas L. Nixon	Tacoma	steamer
1888	Augusta	Yaquina Bay	schooner
1889	Whishkah Chief	Aberdeen	steamer
1889	Elma	Cosmopolis	steamer
1889	Montesano	Cosmopolis	steamer
1889	Detroit	Detroit, Wash.	steamer
1889	Albert Lea	Gig Harbor	steamer
1889	Printer	Hoquiam	tug
1889	Vixen	Maple Grove	steamer
1889	Indiana	Mt. Vernon	steamer
1889	Delaware	New Westminster	steamer
1889	Gardiner City	North Bend	schooner
1889	Edna	Olympia	steamer
1889	Angeles	Port Angeles	steamer
1889	Golden Shore	Port Blakely	schooner
1889	Irmgard	Port Blakely	sail
1889	Robert Lewers	Port Blakely	schooner
1889	Sarah M. Renton	Port Blakely	steamer
1889	Thistle	Port Blakely	steamer
1889	Discovery	Port Townsend	tug
1889	Dispatch	Seattle	steamer
1889	Mascotte	Seattle	steamer
1889	Fairhaven	Tacoma	steamer
1889	Mocking Bird	Tacoma	steamer
1889	Mollie Bleaker	Tacoma	steamer
1889	Sophia Sutherland	Tacoma	schooner
1889	State of Washington	Tacoma	steamer
1889	Al Ki	Utsalady	steamer
1889	Utsalady	Utsalady	steamer
1889	Alert	Victoria	tug
1889	Lorne	Victoria	tug
1889	Advance	Whatcom	steamer
1890	J. M. Weatherwax	Aberdeen	schooner
1890	Occident	Ballard	steamer
1890	Alta	Eagle Harbor	steamer
1890	Eagle	Eagle Harbor	steamer
1890	Hornet	Eagle Harbor	steamer
1890	Rescue	Eagle Harbor	steamer
1890	Wasp	Eagle Harbor	steamer
1890	Vine	Gig Harbor	sail
1890	Chehalis	Gray's Harbor	steamer

Date	Name	Place	Kind
1890	Elma	Gray's Harbor	steamer
1890	Lizzie A.	Henderson Bay	steamer
1890	Annie M. Pence	Lummi	steamer
1890	Willie R. Hume	North Bend	sail
1890	Antelope	Oak Harbor	steamer
1890	Doctor	Olympia	steamer
1891	Flyer	[No place given]	steamer
1891	Chicago	Aberdeen	launch
1891	A. R. Robinson	Brooklyn	steamer
1891	Ellis	Ballard	steamer
1891	Florence Henry	Ballard	steamer
1891	Occident	Ballard	steamer
1891	Transit	Ballard	schooner
1891	Homer	Bandon, Ore.	steamer
1891	Laurel	Chican, Alaska	steamer
1891	Arago	Coos Bay	sail
1891	Bowhead	Coos Bay	sail
1891	Volante	Coos Bay	sail
1891	Virgil T. Price	Eagle Harbor	steamer
1891	La Bon Ton	Edmunds	steamer
1891	City of Aberdeen	Gray's Harbor	steamer
1891	Clan McDonald	Grays Harbor	freighter
1891	Myra	Hoodsport	steamer
1891	Chehalis	Hoquiam	sail
1891	Coos River	Marshfield	steamer
1891	Rambler	Montesano	launch
1891	Caledonia	New Westminster	steamer
1891	E. M. McGill	North Bay	steamer
1891	Rover	Olympia	steamer
1891	Alice Cook	Port Blakely	sail
1891	Aloha	Port Blakely	sail
1891	John D. Tallant	Port Blakely	sail
1891	Meteor	Port Blakely	sail
1891	Prosper	Port Blakely	sail
1891	W. H. Talbot	Port Blakely	sail
1891	Rapid Transit	Port Hadlock	freighter
1891	Aida	Port Ludlow	sail
1891	Dandy	Port Orchard	steamer
1891	Elwood	Portland	steamer
1891	Ocean Wave	Portland	steamer
1891	Victorian	Portland	steamer

Date	Name	Place	Kind
1891	Anaconda	Seattle	sail
1891	Emmett Felitz	Seattle	sail
1891	Forsaken	Seattle	steamer
1891	Lena	Seattle	launch
1891	Maggie H. Yarrow	Seattle	steamer
1891	Marion A.	Seattle	launch
1891	Minnie M.	Seattle	steamer
1891	Monoma	Seattle	launch
1891	Mystic	Seattle	tug
1891	Perhaps	Seattle	launch
1891	Renton	Seattle	launch
1891	Lillian R. Moore	Tacoma	steamer
1891	Capilano	Vancouver, B. C.	steamer
1891	Comox	Vancouver, B. C.	steamer
1892	Progress	Aberdeen	steamer
1892	Augusta	Ballard	steamer
1892	Beaver	Ballard	steamer
1892	Island Belle	Ballard	steamer
1892	Monticello	Ballard	steamer
1892	Stimson	Ballard	steamer
1892	H. C. Wahlberg	Coos Bay	schooner
1892	Prosper	Coos Bay	sail
1892	Toiwo	Grays Harbor	steamer
1892	Gleaner	Hoquiam	sail
1892	Thistle	Hoquiam	steamer
1892	Aloha	Port Blakely	sail
1892	Bonita	Port Blakely	sail
1892	Lyman D. Foster	Port Blakely	sail
1892	William Bowden	Port Blakely	sail
1892	Achilles	Portland	sail
1892	Alice Blanchard	St. Michael's Id.	steamer
1892	Deahks	Seattle	sail
1892	Ellis	Seattle	steamer
1892	Guy	Seattle	launch
1892	Laura	Seattle	launch
1892	Lemolo	Seattle	launch
1892	Milton	Seattle	launch
1892	Willard Ainsworth	Seattle	sail
1892	Winifred	Seattle	launch
1892	Minnie M.	Snohomish	steamer
1892	City of Stanwood	Stanwood	steamer

Date	Name	Place	Kind
1892	Blue Star	Tacoma	steamer
1892	Edith M.	Tacoma	launch
1892	Freda	Tacoma	launch
1893	Josie Burrows	Aberdeen	steamer
1893	Winchester	Coos Bay	sail
1893	George W. Prescott	Irondale	sail
1893	Blanco	Marshfield	steamer
1893	Lydia Thompson	Port Angeles	steamer
1893	Alert	Port Blakely	sail
1893	C. S. Holmes	Port Blakely	sail
1893	Magic	Port Blakely	tug
1893	Pharos	Port Townsend	steamer
1893	Primrose	Port Townsend	steamer
1893	Kehani	Portland	steamer
1893	W. S. Ladd	Portland	dredge
1893	Hattie Hansen	Pontiac	steamer
1893	Angeline	Seattle	steamer
1893	Columbia	Seattle	sail
1893	Gypsy	Seattle	steamer
1893	Ida Etta	Seattle	sail
1893	Lillie	Seattle	steamer
1893	Princess	Seattle	steamer
1893	St.Lawrence	Seattle	sail
1893	Telegraph	Seattle	steamer
1893	Utopia	Seattle	barge
1893	Crescent	Tacoma	steamer
1893	Delight	Tacoma	steamer
1893	Elsie	Tacoma	steamer
1893	Emily Seward	Tacoma	steamer
1893	Emma Florence	Tacoma	steamer
1893	Henry A. Strong	Tacoma	steamer
1893	Northwestern	Tacoma	steamer
1893	Orion	Tacoma	steamer
1893	Rhododendron	Tacoma	steamer
1893	Stampede	Tacoma	steamer
1893	Victor	Tacoma	steamer
1894	City of Bothwell	[No place given.]	steamer
1894	City of Renton	[No place given.]	steamer
1894	Penguin	Ballard	sail
1894	Stella Erland	Ballard	sail
1894	Vigilant	Ballard	steamer

Date	Name	Place	Kind
1894	General Siglin	Coos Bay	sail
1894	Omega	Coos Bay	sail
1894	Peregrim	Coos Bay	sail
1894	Ariel	New Whatcom	steamer
1894	Ella Johnson	Port Angeles	sail
1894	Eyas	Port Blakely	steamer
1894	Loyal	Seattle	schooner
1894	M. M. Morrell	Seattle	schooner
1895	City of Everett	Everett	whaleback

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HELEN DURRIE GOODWIN

BEGINNING OF MILITIA IN WASHINGTON.*

Headquarters, Militia, Washington Territory,
Olympia, Feby. 12, 1855.

Sir:

The legislature of this territory having seen fit to appoint me Brigadier General of the Militia and to devolve upon me in the absence of other appointments the duty of organizing the system, I take the liberty of requesting from you copies of the laws of the State of New York on the Militia, of the regulations adopted by some of the volunteer or uniformed companies for their own government and of the regulations and forms used in your own and other officers of the service, in fact any material which in your opinion will serve to aid in establishing our system upon a good basis and of which you may be able to spare copies.

It is in contemplation to arm such companies as are enrolled on the prairies east of the Cascades as Calvary, probably Mounted Riflemen and those in the forest country of the western side mainly as foot rifles, an arrangement best suited to the character of our country and population. The poverty of the citizens and the sparseness of settlement will prevent our obtaining artillery of which there is great necessity and which otherwise we should introduce as a leading feature. Any suggestions from yourself upon the subject of organization will be very gratefully received, as well as information whether other states have introduced improvements which you think desirable to adopt.

I have the honor to be
Sir your obt. servant,
GEORGE GIBBS.

The Adjutant General of the State of New York.

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*Emil Edward Hurje, while searching for early Alaska documents in an old bookstore in New York came upon the following original letter by George Gibbs which he promptly purchased and forwarded to his Alma Mater, the University of Washington. It is one of the first documents relating to militia organization in Washington. George Gibbs was one of the most cultured and effective men who came in contact with the early Northwest. He was born in Sunswick, now Astoria, Long Island, New York, on July 17, 1815, and died in New Haven, Connecticut, on April 9, 1873. His grandfather was Oliver Wolcott, Secretary of the Treasury for six years, 1795-1801, and his father, George Gibbs, was one of the most famous mineralogists of his day. A brother, Oliver Wolcott Gibbs, was a famous chemist and soldier. George Gibbs was educated as a lawyer but his love of the out-of-doors led him into other fields. He came West during the California gold rush and made his way to the Northwest. He served as geologist on the railroad surveys under Governor Isaac I. Stevens and his reports on geology and also on ethnology contain masses of information, the importance of which is growing with the passing of the years. The letter here published was written during that time of intense activity. He was one of the helpful men at the foundation of the Smithsonian Institution, when it entered the field of ethnology. Aside from its inherent value the letter serves also the good purpose of drawing attention once more to the remarkable career of George Gibbs.

ORIGIN OF WASHINGTON GEOGRAPHIC NAMES

[*Continued from Volume XI., page* 135]

MENTOR, a former town three miles from Pataha in Garfield County. It was at one time a candidate for the county seat. Known first as Rafferty's Ranch, the town was later named Belfast and in 1881 the name was changed to Mentor in honor of President Garfield's home town in Ohio. (*History of Southeastern Washington,* pages 504-505 and 549.)

MENZIES ISLAND, a former name of the island in the Columbia River opposite Fort Vancouver, and on the Oregon side of the present boundry. The name was an honor for Archibald Menzies, surgeon and naturalist with the Vancouver Expedition, 1792. On May 2, 1825, the botanist Douglas wrote: "Made a visit to Menzies Island, in the Columbia River opposite the Hudson Bay Company's establishment at Point Vancouver, seventy-five miles from Cape Disappointment." (*Journal of David Douglas,* 1823-1827, page 115.) Wilkes in 1841 charted it as "Barclay Island" (United States Exploring Expedition, *Hydrography,* Volume XXIII., Atlas, chart 72). The United States Government now uses the name Hayden Island (*Coast and Geodetic Survey chart* 6154.)

MERCER ISLAND, along the Eastern shore of Lake Washington, in King County. It was named in honor of Asa Shinn Mercer who once owned land there. (*Seattle Post-Intelligencer,* June 30, 1909). By the Duwamish Indians the place was called "Klut-use." (J. A. Costello, *The Siwash.*)

MEREDITH, a station three miles south of Kent, in King County. It was named for some noted man or place in West Virginia by the Puget Sound Electric Railway officials in 1905. (Postmaster at Christopher, in *Names MSS.* Letter 73.)

MERRIFIELD COVE, in Griffin Bay, San Juan Island, in San Juan County. The name is in honor of Stafford Merrifield, an early settler.

MESA, a town on the Northern Pacific Railway in the central part of Franklin County. The word in Spanish means "table-land."

MESKILL, a town on the Northern Pacific Railway in the west central part of Lews County. It was formerly called "Donahue" or "Donahue Spur" in honor of Francis Donahue, of Chehalis, who owned the land.

METALINE FALLS, a town on the Chicago, Milwaukee & St. Paul Railway in the south central part of Pend Oreille County. The original town was across the Pend Oreille River and was named by miners in the golden days of 1849 because they thought the entire district was covered with minerals. The noise of the falls in the river can be heard in the town which is some distance south of the falls. (E. O. Dressel, in *Names MSS.* Letter 51.)

METHOW, the name of a town in Okanogan County, of a river flowing through that county into the Columbia River, and of rapids in the latter river below the mouth of Methow River. The tribe of Indians known as Methow formerly living on lands between that river and Lake Chelan now has some survivors on the Colville Reservation. (Bureau of American Ethnology, *Handbook of American Indians,* Volume I., page 850.) The Wilkes Expedition, 1841, gave the name "Barrier River." (Hydrography, Volume XXIII., Atlas, chart 67.) Alexander Ross says the Indian name for the river was "Buttle-mule-emauch." (*Oregon Settlers,* page 150.) As early as July 6, 1811, David Thompson wrote the name "Smeetheowe" for the tribe he met there. (*Oregon Historical Society Quarterly,* Volume XV., page 51.) In 1853, George Gibbs called the stream Methow or Barrier River. (*Pacific Railroad Reports,* Volume I., page 412.) The name as now used has passed through many forms of spelling.

MEYERS FALLS, a town on the Great Northern Railway in the west central part of Stevens County. It was named for Louther Walden Meyers, the pioneer who took possession in June 1866, having leased the Hudson's Bay Company mill property. The name was applied to the vicinity about 1880 and to the townsite in 1890. David Thompson in 1811 called it "Root Rivulet" on account of the camas root lands at the head of the river. Later the name was "Falls on Mill Creek," or "Hudson's Bay Mills." The Wilkes Expedition, 1841, called it "Mill River." Mr. Meyers died in 1909. (*Seattle Post-Intelligencer,* March 31, 1909.) His family still live in the old home at Meyers Falls. (Jacob A. Meyers, in *Names MSS.* Letter 86.)

MICHEL RIVER, see Mashel Creek.

MIDCHANNEL BANK, in Admiralty Inlet, probably the same as Allen's Bank.

MIDDLE BANK. One feature by this name is a shoal in the Columbia River named by Belcher in 1839 (*Report of the Superintendent of the United States Coast Survey,* 1858, appendix 44, page

394). Another is in the Strait of Juan de Fuca near the entrance to the Canal de Haro. (*Report of the Superintendent of the United States Coast Survey,* 1862, page 96.)

MIDDLE CHANNEL, see San Juan Channel.

MIDDLE OREGON, a name used by the Wilkes Expedition, 1841, for the Okanogan country. (United States Exploring Expedition, *Narrative,* Volume IV., page 433.)

MIDDLE POINT, on Quimper Peninsula between Cape George and Point Wilson, near Port Townsend, Jefferson County. It was named by the United States Coast Survey in 1854. *United states Public Documents* Serial No. 784, chart 51.)

MIDVALE, a town in the southeastern part of Yakima County, named by the Oregon-Washington Railway and Navigation officials. (Postmaster at Sunnyside in *Names MSS.* Letter 402.)

MIDWAY, a town north of Cheney in Spokane County named by the electric railway about 1906. (C. Selvidge, of Four Lakes, in *Names MSS.* Letter 168.)

MILES, a town in the north central part of Lincoln County named in honor of General Nelson A. Miles who located Fort Spokane at the junction of the Spokane and Columbia Rivers. (A. E. Lewis in *Names MSS.* Letter 237.)

MILL CREEK, eleven counties in the State of Washington have streams bearing this name. The most historic one is the tributary of the Walla Walla River. Rev. Myron Eells says that the missionary, Dr. Marcus Whitman, rebuilt his flowing mill in 1844 and the next year went up the stream twenty miles to the Blue Mountains and there built a sawmill which caused the stream to be called Mill Creek. (Myron Eells: *Marcus Whitman,* page 135.) The Mill Creek in Skagit County was named by B. D. Minkler in 1878 when he built on that stream the first sawmill in what is now Skagit County. (Postmaster at Birdsview, in *Names MSS.* Letter 130.)

MILL RIVER, see Meyers Falls.

MILLER POINT, see Point Polnell.

MILLERTON, a town in the northern part of Whatcom County, named for W. L. Miller, a veteran of the Civil War, who came to Whatcom County from Nebraska and engaged in the lumber and real estate business. He was mayor of New Whatcom in 1892 and owned the townsite of Millerton.

MILLS CREEK, near Branham in Thurston County named for Charles Mills who proved up on a homestead at the mouth of the stream. (Noble G. Rice, in *Names MSS.* Letter 48.)

MILTON MILLS, see Longs.

MINA, a town on the Northern Pacific Railway in the southwestern part of Thurston County. In that locality there are a prairie and a creek with the same name. The name is said to be an Indian word meaning "a little further along." (Dora E. Webb, in *Names MSS.* Letter 35.)

MINERAL, a town, creek and lake in the northeastern part of Lewis County. The town is on the south shore from the lake from which it derived its name. (Postmaster at Mineral, in *Names MSS.* Letter 397.) The Surveyor General of Washington Territory in 1857 charted the lake as "Goldsboro Lake." (*United States Public Documents,* Serial No. 877.)

MINKLER, a town in the western part of Skagit County. It was named in 1897 in honor of the pioneer B. D. Minkler by members of his family. (Matie F. Prenedue, in *Names MSS.* Letter 34.)

Minnesota Reef, a ledge of rocks partly uncovered at low tide on the eastern extremity of Madrona Peninsula, opposite Turn Island, on San Juan Island, San Juan County. The name was given in 1898 by Professor Josephine E. Tilden of the University of Minnesota. (Walter L. C. Muenscher, in *Puget Sound Marine Station Publications,* Volume I., Number 9, pages 59-84.)

MINOR ISLAND, "a very small, low islet called Minor exists one mile northeast of Smith's Island and at low tides is connected with it by a narrow ridge of boulders and rocks." (George Davidson in *Report of the Superintendent of the United States Coast Survey,* 1858, page 429.)

MINTER, see Elgin.

MINTER RIVER, see Owl Creek.

MIS CHIN ROCKS. "There are two large rocks near the south head of Long Island in the Bay [Willapa Harbor], called Mis chin, or Louse Rocks, and the legend is that they were formerly a chief and his wife, who were very bad people, and by their magic first introduced lice among the Indians; and one day, while bathing, they were, by a superior medicine man, turned into stones as a punishment." (James G. Swain. *Northwest Coast,* page 174.)

MISSION, a town in the central part of Okanogan County. A Catholic mission was established there in 1887. The town now supports a high school. (Postmaster at Mission, in *Names MSS.* Letter 299.) Cashmere in Chelan County was formerly called "Mission" and a small stream in that locality is still known as Mission Creek. The Wilkes Expedition, 1841, placed four missions on the map—one at Fort Vancouver, one on Cowlitz Prairie, a Methodist mission at Fort Nisqually and a Presbyterian mission at

Walla Walla. (United States Exploring Expedition. *Hydrography,* Volume XXIII., Atlas, chart 67.)

MITCHELL, see Arrowsmith.

MITCHELL'S PEAK, in Cowlitz County, named for a member of the party which climbed the peak in 1887. During the Indian war the government maintained a station on the summit, signalling to Davis Peak near Woodland and thence to Vancouver. (John Beavers, of Congar, in *Names MSS.* Letter 201.)

MNAS-A-TAS, see Manastash Creek.

MOCK, a station on the Spokane, Portland and Seattle Railway in the southwestern part of Spokane County. It was named for W. C. Mock, chief draftsman in the Principal Assistant Engineer's office. (L. C. Gilman in *Names MSS.* Letter 590.)

MOCLIPS, a town near the mouth of a creek bearing the same name, on the sea coast in the west central part of Grays Harbor County. The word in the Quinault Indian language means a place where girls were sent as they were approaching puberty.

MOH-HA-NA-SHE, see Palouse River.

MOLD, a town in the eastern part of Douglas County. On April 11, 1899, the postmaster Marshall McLean, chose that name as being different from any other in the State and as being descriptive of the rich soil in that vicinity. (Marshall McLean, in *Names MSS.* Letter 107.)

MONAGHAN RAPIDS, in the Columbia River near the mouth of Nespelem River. The name was given in 1881 by Lieutenant Thomas William Symons of the United States Army, while surveying the Columbia River, in honor of James Monaghan, pioneer of Eastern Washington and prominent business man of Spokane. (Clinton A. Snowden: *History of Washington,* Volume V., page 145.)

MONEY CREEK, a tributary of the Skykomish River, in the northwestern part of King County. It was named because of a large sum of money sent by eastern stockholders to develop a mine and other resources of the stream. (Postmaster at Berlin, in *Names MSS.* Letter 447.)

MONOHAN, a town on the eastern shore of Lake Sammamish, in the northwestern part of King County. It was named in honor of Martin Monohan, a native of Ohio who migrated to Oregon in 1853 and later lived four years in Idaho. He came to Seattle in 1871 and in 1877 took up a homestead where the town bearing his name has developed. (*Seattle Post-Intelligencer, August* 25, 1909.)

MONROE, a town in the southwestern part of Snohomish County. In 1878, Salem Woods made efforts to establish a town at Park Place, so named on account of the beautiful scenery. John A. Vanasdlen arrived in October, 1889, and started a store. The next year he secured a postoffice but the Postoffice Department informed him that another name would have to be chosen. He promptly selected Monroe which was adopted. His widow says so far as she knows the name chosen had no speccial meaning or local application. (Arthur Bailey, in *Names MSS.* Letter 504.) When the Great Northern Railway was being built through that valley Mr. Vanasdlen and J. F. Stretch platted a town one mile east of Park Place and called it "Tye" after a locating engineer of the railorad. A station was built there which the railroad officials named "Wales" (*History of Skagit and Snohomish Counties,* pages 362-364.) Mr. Vanasdlen moved his Monroe postoffice to the new settlement. Mr. Stretch persuaded the railroad officials to change the name of their station from "Wales" to Monroe. (J. F. Stretch, in *Names MSS.* Letter 578.) The old settlement is still known as Park Place, a suburb on the west, under the walls of the State Reformatory.

MONTBORNE, a town on the Northern Pacific Railway, in the southwestern part of Skagit County. The site was settled upon in 1884 by Dr. H. P. Montborne of Mount Vernon. (*History of Skagit and Snohomish Counties,* page 242.) On Kroll's map of Skagit County the spelling is "Mt. Bourne."

MONTE CRISTO, a mining district and town in the east central part of Snohomish County. It was named in dramatic fashion on July 4, 1889, by Joseph Pearsall, a prospector who was climbing over the hills and saw evidences of minerals. Through his field glasses he saw what he believed to be a long and broad streak of galena. Waving his arms he shouted: "It is rich as Monte Cristo!" From that hour the name was established. (L. K. Hodges: *Mining in the Pacific Northwest,* published in 1897, and quoted in *The Mountaineer,* Volume XI., 1918, page 32.) L. W. Getchell organized the Silver Queen Mining and Smelting Company with a capital stock of $5,000,000 and became general manager in 1890. A railroad was built between the new town of Monte Cristo and Everett. (Julian Hawthorne: *History of Washington,* Volume I., pages 437-438.) When the mining interests declined the region remained famous as a resort for fishermen, hunters and campers.

MONTESANO, the county seat of Grays Harbor County. The first settler was Isaiah L. Scammon, who came from Maine by way

of California, arriving in 1852. (H. H. Bancroff: *Works*; Volume XXXI., pages 36-37.) When the county of Chehalis (name later changed to Grays Harbor) was created on April 14, 1854, the Washington Territorial Legislature located the county seat "at the house of D. K. Welden (Laws of Washington, 1854, page 476.) On January 28, 1860, it was relocated "at the place of J. L. Scammons." Mrs. Lorinda Scammon, wife of the pioneer was very religious and wished to call the place "Mount Zion." At a little fireside council Samuel James, pioneer of Mound Prairie, suggested that Montesano had a more pleasant sound and about the same meaning. The suggestion was approved and soon afterwards a postoffice was secured with the same name. A few years later, S. H. Williams, son-in-law of S. S. Ford, and one of the party shipwrecked on Queen Charlotte Island, enslaved by the Haidah Indians, ransomed and rescued by other pioneers, bought sixteen acres on Medcalf Prairie and recorded his plat of "Montesano." The Chehalis River and a mile and a half of swampy road lay between the two places. A town-site war resulted. The county seat remained at the Scammon place but population and business flowed to the prairie town. The people of the county voted in 1886 to move the county seat and the Scammon place became known as South Montesano. (M. J. Luark, in *Names MSS.*, Letter 548.) One of those who platted and helped to build the new town was Charles N. Byles. (*History of the Pacific Northwest*: *Oregon and Washington,* Volume II., pages 239.) The new town had been incorporated by the Legislature on November 26, 1883.

MONTICELLO, a former town on the west bank of the Cowlitz River, about a mile from its mouth, in the southern part of Cowlitz County. It had been a landing place for some years before H. D. Huntington in 1849 affixed the name of Monticello in honor of Thomas Jefferson's home. The pioneers held a convention there in November, 1852, and succesfully petitioned Congress for the creation of a new territorial government, which received the name of Washington. The old town is gone and the property belongs to Wallace Huntington. (John L. Harris, of Kelso, in *Names MSS.*, Letter 473.)

MONUMENT, a station on the Spokane, Portland and Seattle Railway, in the southeastern part of Franklin County. It is named for a rock formation known as Devil's Pulpit and Monument in Devil's Canyon. (L. C. Gilman, in *Names MSS.* Letter 590.)

MOODY POINT, see Johnson Point, page 125.

MOOHOOL RIVER, see Grays River, page 103.

MOONAX, a town on the Columbia River in the southeastern part of Klickitat County. Lewis and Clark in 1805 found the Indians there had a pet woodchuck and Moonax is the Indian name for woodchuck. (L. C. Gilman, in *Names MSS.*, Letter 590.)

MOORE, a postoffice on the east shore of Lake Chelan in the north central part of Chelan County. It was named for J. Robert Moore who homesteaded Moore's Point and operated a summer hotel there for more than twenty years. He was also postmaster until his death on August 31, 1909. The entire property was sold to H. Frank Hubbard on June 17, 1912. (Postmaster at Moore, in *Names MSS.*, Letter 293.)

MOORE'S BLUFF, see Devil's Head, page 68.

MORA, a postoffice at the mouth of the Quillayute River in the southwestern part of Clallam County. Mr. and Mrs. Frank T. Balch named the place Boston but so many letters for Boston, Massachusetts, were sent to the little office near the Pacific Ocean that K. O. Erickson, the next postmaster, had the new name substituted and thus honored his home town in Sweden. (Mrs. Frank T. Balch, in *Names MSS.*, Letter 553.)

MORSE ISLAND, north of Henry Island, in the west central United States brig *Porpoise.* (United States Exploring Expedition, 1841, in honor of William H. Morse, purser's steward on the United States brig *Porpoise.* (United States Exploring Expedition, *Hydrography,* Volume XXIII., Atlas, chart 77.)

MORTON, a town in the central part of Lewis County. When the postoffice was established it was named in honor of Vice President Levi P. Morton. (John M. Jones, in *Names MSS.*, Letter 479.)

MOSES COULEE, extending from the central part of Douglas County to the Columbia River. It was named for Chief Moses whose tribe made winter headquarters in the coulee near the mouth of Douglas Canyon. (Irving B. Vestal, of Palisades, in *Names MSS.* Letter 80.) A stream in the coulee is called Moses Creek.

MOSES LAKE, in the central part of Grant County. It was named from the fact that the tribe of Chief Moses used the shores of the lake for camping grounds. A postoffice on the shore of the lake was named on April 16, 1906, Moseslake. (Jessie MacDonald, postmistress, in *Names MSS.* Letter 37.)

MOSQUITO LAKE, in the west central part of Whatcom County. It was named by surveyors on account of insect pests they there

encountered. (Frank B. Garrie, postmaster at Welcome, in *Names MSS.* Letter 145.)

Mossy Rock, a town on the Cowlitz River in the central part of Lewis County. It was named in 1852 by Mr. Halland after a point of moss-covered rock about 200 feet high at the east end of Klickitat Prairie. The local Indians had called the prairie "Coulph" but the Klickitat Indians came and drove out the white settlers one of whom, Henry Busie, killed himself. Since then the prairie is called Klickhitat. (N. M. Kjesbin, in *Names MSS.* Letter 22.)

Mottinger, a station on the Spokane, Portland and Seattle Railway in the southern part of Benton County. When the railroad was built in 1906-1907 the officials named the station out of courtesy to the homesteaders there, G. H. and Martha Mottinger. (G. H. Mottinger, in *Names MSS.* Letter 7.)

Mouatt Reef, in Cowlitz Bay, Waldron Island, in the north central part of San Juan County. The name appears on the British Admiralty Chart 2840, Richards, 1858-1860. See also Cowlitz Bay. This honor was for Captain William Alexander Mouatt, who served on various boats for the Hudson's Bay Company. (*Lewis and Dyden's Marine History of the Pacific Northwest,* page 21.)

Mound Prairie, in the southeastern part of Thurston County. Many geologists have given differing theories about the origin of the mounds which caused the name of this prairie. One of the early references is by the Wilkes Expedition, 1841, as follows: "We soon reached the Bute Prairies, which are extensive and covered with tumuli or small mounds, at regular distances asunder. As far as I could learn there is no tradition among the natives relative to them. They are conical mounds, thirty feet in diameter, about six or seven feet high above the level, and many thousands in number. Being anxious to ascertain if they contained any relics, I subsequently visited these prairies and opened three of the mounds, but nothing was found in them but a pavement of round stones. (United States Exploring Expedition, *Narrative,* Volume IV., page 313.)

Mount Adams, in the southeastern part of Yakima County. Elevation, 12,307 feet. (Henry Landes: *A Geographis Dictionary of Washington,* page 60.) The first mention of this mountain was by Lewis and Clark on April 3, 1806, who refer to it as a "very high humped mountain," but do not give it a name. (Elliott Coues' edition of *Lewis and Clark Journals* Volume III., page 923. See also *The Mountaineer,* Volume X., 1917, pages 23-24.) Hall J.

Kelley in 1839 undertook to call the Cascades the "Presidents' Range" and to rename the peaks for individual presidents. In his scheme Mount St. Helens was to be "Mount Washington" and Mount Hood was to be "Mount Adams" after John Adams as he proposed to call Mount McLoughlin "Mount J. Q. Adams." (*United States Public Documents,* Serial Number 351, House Report 101, pages 53-54.) The Wilkes Expedition, 1841, on chart 67 in the Atlas accompanying the volume on *Hydrography* shows most of the peaks but does not include Mount Adams. The *Pacific Railroad Reports,* 1853 chart the mountain and refer to it frequently by the name now in common use. Its confusion with the nearby Mount St. Helens, on nearly the same latitude, was at and end. In this indirect way, Hall J. Kelley's plan to honor a president has been accomplished. The author who proposed "Tacoma" as the name for Mount Rainier proposed the same name for Mount Adams as follows: "Tacoma the second, which Yankees call Mt. Adams, is a clumsier repetition of its greater brother, but noble enough to be the pride of a continent." (Theodore Winthrop: *The Canoe and the Saddle,* J. H. Williams edition, page 39.)

MOUNT BAKER, in the central part of Whatcom County. Elevation, 10,750 feet. (United States Geological Survey.) The Indian name is said to be "Kulshan." The Spaniards called it "Montana del Carmelo." The explorer, Vancouver, wrote on April 30, 1792: "The high distant land formed, as already observed, like detached islands, amongst which the lofty mountain, discovered in the afternoon by the third lieutenant, and in compliment to him called Mount Baker, rose a very conspicuous object." (Capt George Vancouver: *A Voyage of Discovery,* second edition, Volume II., page 56.) The third lieutenant was Joseph Baker for a biography of whom see Edmond S. Meany's *Vancouver's Discovery of Puget Sound, pages* 82-83.

MOUNT BOOKER, in Chelan County at the mouth of Stehekin River. Mrs. Frank R. Hill of Tacoma, a landscape painter, engaged by the Great Northern Railway Company to paint for them some pictures to exhibit at the Louisiana Purchase Exposition, 1904, painted this mountain, which newspaper critics called "No Name Mountain." Mrs. Hill then appealed to the proper authorities and had the name Mount Booker adopted. She said she wanted to honor Booker T. Washington, adding "because the peak itself suggested the name to me. It is high and lifted up, towering above the other mountains surrounding it and inspiring me with its massive

slopes and lofty peaks." (*Seattle Post-Intelligencer,* April 22, 1904.) The elevation is estimated at 7,500 feet.

MOUNT CHATHAM, in the northeastern part of Jefferson County, southwest of Port Discovery Bay. The bay had been named by Vancouver in 1792 after his vessel and the United States Coast Survey named the mountain after Vancouver's armed tender *Chatham.* (Edmond S. Meany's *Vancouver's Discovery of Puget Sound,* page 3.) The Indian name for the peak is O-oo-quah meaning "crying baby," because, they say, if you point your finger at that mountain rain will fall. The elevation is 2,000 feet. (*Report of the Superintendent of the United States Coast Survey,* 1858, page 422.)

MOUNT CLEVELAND, in the northeastern part of King County, south of Berlin. Elevation, 5,301 feet. "Our most conspicuous and highest mountain, named when Cleveland was elected, would have been named for his opponent if he had been successful." (Postmaster at Berlin, in *Names MSS.* Letter 447.)

MOUNT COFFIN, on the north bank of the Columbia River in the southwestern part of Cowlitz County. Elevation, 240 feet. It was mentioned by its present name by Alexander Henry on January 11, 1814. (Alexander Henry and David Thompson, *Journals,* Elliott Coues, editor Vol. II., page 796.) Wilkes described the Indian canoes used as coffins and tells of a fire accidentally started by his men in 1841. (United States Exploring Expedition, *Narrative,* Volume V., 121.)

MOUNT COLVILLE, about eight miles northeast of Colville, in the central part of Stevens County. Elevation, 5,667 feet. It was named from the Hudson's Bay Company's Fort Colville. It is sometimes called "Old Dominion Mountain."

MOUNT CONSTANCE, above Hood Canal, in the east central part of Jefferson County. Elevation, 7,777 feet. (United States Geological Survey, *Dictionary of Altitudes,* page 1015.) Captain George Davidson of the United States Coast Survey named it in 1856 for Constance Fauntleroy, later Mrs. James Runcie. She was a woman of much talent in literature and music. She died in Illinois on May 17, 1911, aged 75 years. (Edmond S. Meany: *The Story of Three Olympic Peaks,* in the *Washington Historical Quarterly,* Volume IV., pages 182-186.)

MOUNT CONSTITUTION, on Orcas Island in San Juan County. Elevation 2,409 feet. Wilkes in 1841 named the island in honor of Commodore Issac Hull, who had command of the famous Amer-

ican ship *Constitution.* To intensify the honor he named the highest point on his "Hulls Island" after the ship and to East Sound he gave the ship's pet name—"Old Ironsides Inlet." (United States Exploring Expedition, *Hydrography,* Volume XXIII., Atlas, chart 77.)

MOUNT DALLAS, near the west coast of San Juan Island in San Juan County. Elevation, 1,086 feet. It was named by Captain Richards of the British ship *Plumper,* in 1858, in honor of Alexander Grant Dallas, of the Hudson's Bay Company. (Captain John T. Walbran: *British Columbia Coast Names,* page 129.)

MOUNT ELLINOR, two miles northeast of Lake Cushman in the northeastern part of Mason County. Elevation, 6,500 feet. It was named in 1856 by Captain George Davidson in honor of Ellinor Fauntleroy, who later became his wife. (Edmond S. Meany: *The Story of Three Olympic Peaks,* in the *Washington Historical Quarterly,* Volume IV., pages 182-186.)

MOUNT ERIE, on Fidalgo Island, in the west central part of Skagit County. Elevation, 1300. Wilkes in 1841 honored Commodore Oliver Hazard Perry by giving the name "Perry Island" to what is now known as Fidalgo Island. To intensify the honor he named the peak after Perry's famous Battle of Lake Erie. (United States Exploring Expedition, *Hydrography,* Volume XXIII., Atlas, chart 77.) The name of Perry has been supplanted but the name of the mountain persists as in the case of Mount Constitution.

MOUNT FINLAYSON, near Cattle Point, on the southeastern portion of San Juan Island, San Juan County. It appears on the British Admiralty Chart 2689, Richards 1858-1859, where the height is indicated as 550 feet. It does not appear whether the honor was intended for Duncan Finlayson or Roderick Finlayson, both of whom, in the Hudson's Bay Company service, were honored with place names in British Columbia. Mount Finlayson does not appear on present day charts.

MOUNT FITZHUGH, about four miles due east of Snoqualmie Falls, in King County. The name appears on the 1857 map of the Surveyor General of Washington Territory. (*United States Public Documents,* serial number 877.) It is probable that Captain Richards sought to honor Colonel, afterwards judge, Edmond C. Fitzhugh, who was manager of the Bellingham Bay Coal Company.

MOUNT GLADYS, near Lake Cushman, Mason County. Elevation, 5,700 feet. It was named by a company of campers in the summer of 1913, in honor of Gladys, daughter of Chaplain Edmund

P. Easterbrook, of the United States Army. (*Seattle Post-Intelligencer,* August 17, 1913.)

MOUNT IKES, in the Cascade Range, just north of Naches Pass. The name, while not carried on present day charts, appears on the 1857 map of the Surveyor General of Washington Territory. (*United States Public Documents,* serial number 877.)

MOUNT LITTLE, see Little Mountain.

MOUNT MCKAY, in Okanogan County, named by the Tiffany boys after one of their associates. (C. H. Lovejoy to Frank Putman, April 6, 1916,in *Names MSS.* Letter 345.)

MOUNT OLYMPUS, highest peak in the Olympic Range, in the north central portion of Jefferson County. Elevation, 8,150 feet. (United States Geological Survey: *A Dictionary of Altitudes,* page 1022.) The mountain was discovered by the Spanish Captain, Juan Perez, in 1774 and named by him "El Cero de la Santa Rosalia." (*Pacific Railroad Reports,* Volume XII., Part I., page 262.) The Spanish chart was not published until years had elapsed. On July 4, 1788, the British Captain, John Meares, saw the mountain and named it Mount Olympus. Captain George Vancouver saw the mountain in 1792 and charted the name as given by Captain Meares. (*Voyage of Discovery,* second edition, Volume II., pages 41-42.) The name has remained on all subsequent maps.

MOUNT PILCHUCK, ten miles east of Granite Falls, in the central portion of Snohomish County. Elevation, 5,334 feet. (United States Geological Survey: *A Dictionary of Altitudes,* page 1023.) The name comes from a nearby creek which the Indians had called Pilchuck, meaning "red water."

MOUNT PLEASANT, a station on the Spokane, Portland and Seattle Railway, in the southwestern part of Skamania County. It is an old settlement deriving its name from the nearby hills. (L. C. Gilman, in *Names MSS.* Letter 590.)

MOUNT POLK, see Mount Baker.

MOUNT RAINIER, the highest mountain in the State of Washington, in the southeastern part of Pierce County. Elevation, 14,408 feet. (United States Geological Survey in Edmond S. Meany's *Mount Rainier, A Record of Exploration,* pages 297-301.) The mountain was discovered on Tuesday, May 8, 1792, by Captain George Vancouver and named by him in honor of Rear Admiral Peter Rainier of the British Navy. (*Voyage of Discovery,* second edition, Volume II., page 79.) As related above, see Mount Adams, Hall J. Kelley sought to name the peaks for Presidents of the

United States. He did not disturb the name of Mount Rainier but his scheme was expanded by J. Quinn Thornton who proposed to place the name of President William Henry Harrison on that mountain. (*Oregon and California,* 1849. Volume I., page 316.) In 1853 Theodore Winthrop declared the Indian name of the mountain to be "Tacoma." (*The Canoe and the Saddle,* 1862. Pages 43-45 and 123-176.) The author there frequently mentions "Tacoma," which he says was a generic name among the Indians for all snow mountains. For that reason he called Mount Adams "Tacoma the Second." Later, a city developed on Commencement Bay with the name of Tacoma. As that city grew and became ambitious there arose an agitation to change the name of Mount Rainier to the Winthrop name of "Mount Tacoma." That controversy was continued for many years with much spirit and some bitterness. The United States Geographic Board has rendered two decisions in the case, both in favor of Mount Rainier. The first decision was in 1890 and the second in 1917. On the latter occasion a public hearing was granted and much information was assembled by both sides. It was shown that the agitation had gone so far as to propose the name "Tacoma" for the State when it was about to be admitted into the Union in 1889. It was further shown that a number of names had been used by Indians for the mountain. Dr. William Fraser Tolmie, of the Hudson's Bay Company had written in his diary May 31, 1833, that the Indians called the mountain "Puskehouse." Peter C. Stanup, son of Jonas Stanup, sub-Chief of the Puyallup Indians, told Samuel L. Crawford that the name among his people was "Tiswauk." This was confirmed by F. H. Whitworth who had served as interpreter for the Superintendent of Indian Affairs in Washington Territory. Father Boulet, a missionary among Puget Sound Indians for many years was authority for the Indian name of "Tu-ah-ku" for the mountain. (*In the Matter of the Proposal to Change the Name of Mount Rainier,* by Charles Tallmadge Conover and Victor J. Farrar.) As the controversy over the name has continued a number of compromise names have been suggested. While this is being written (July, 1920,) members of the Grand Army of the Republic are framing a campaign to change the name to "Mount Lincoln," as an honor for the President, under whom they fought in the Civil War.

Mount Rainier National Park, including Mount Rainier, in the southeastern part of Pierce County, created by an act of Congress on March 2, 1899. Within the park there are many named features. The origins of those names have been published

so far as known in Edmond S. Meany's *Mount Rainier, A Record of Exploration,* pages 302-325.

MOUNT SAINT HELENS, in the northeastern part of Skamania County. Elevation, 9,671 feet. (Henry Landes: *A Geographic Dictionary of Washington,* page 244.) In May, 1792, Captain George Vancouver saw the mountain from Puget Sound. In the following October, while off the shore near the mouth of the Columbia River he saw it again and named it "in honor of His Britannic Majesty's Ambassador at the Court of Madrid. (*Voyage of Discovery,* second edition, Volume II., page 399.) In the Hall J. Kelley scheme for names in the "Presidents' Range," Mount Saint Helens was to have been "Mount Washington." It was for a time confused with Mount Adams in the same latitude. The Indian name is said to have been Louwala—clough meaning "smoking mountain." (Oregon Native Son in *The Washington Historian,* September, 1899, page 52.) The volcano is said to have been in eruption as late as 1842. (James G. Swan: *The Northwest Coast,* 1857, page 395.)

[*To be continued.*]

DOCUMENTS

The Nisqually Journal

[*Continued from Vol. XI, Page 149*]

[April, 1850]

Sunday 14th. Fine. Rode out to see Captain Hill[211] at Steilacoom and met on the way Lt. Dement[212] of the U. S. A. coming with some soldiers under arms to seize the Cadboro, which he accordingly did. I proceeded on to see Captain Hill and learnt that he had been instructed to detain the Cadboro until the arrival from Oregon City of a Mr. Dorr,[213] who would probably seize her. Returned to F[or]t. Nisqually and went immediately on board the Cadb[or]o. and found Lt. Dement with his soldiers on board and in possession of the vessel, the British flag having by his orders been hauled down. Protested in presence of Captain Sangster[214] and a Mr. Kenny[215] an American against the seizure on the plea that we were not smuggling but were ready to pay duties, as soon as a Custom House & collector should be established on Puget's sound or any properly authorized person appear to attend to the business. In the afternoon Mr. Dement had the Cadb[or]o. taken down to Steilacoom by Mr. Kenny and some of the soldiers who had formerly been sailors.

Monday 15th. Cloudy. W[in]d. S[outherl]y. Jolibois[216] employed as on Wednesday assisted by Trudelle a Victoria man who has come to remain here for a year previous to settling. One Orkneyman and two Englishmen passengers by the Norman Morrison from England have also been added to this establishment. [Page 64.] In the evening Mr. Dixon mate of the Cadboro and Mahon (S. I.)[217] Cook arrived from Steilacoom having at 5 P. M. been

221 Captain Bennett H. Hill, 1st Artillery, U. S. A., commanding officer at Fort Steilacoom.

212 Lieutenant John Dement, 1st Artillery, U. S.A.

213 Under the Organic Act Astoria was declared the port of entry for the District of Oregon and General John Adair of Kentucky became the first appointee as collector of customs. He reached his post on March 30, 1849, and on the 10th of January following designated Portland and Nisqually ports of entry. Due to personal and base motives the customs officials proceeded to take every British vessel that came, The *Albion* had in ignorance of changed conditions procured a few spars and done some small trading with the Indians at New Dungeness and was promptly seized, taken to Steilacoom, her cargo pillaged, condemned by the court and sold at auction on Nov. 2. 1850, for a small figure. The money, it was claimed, never reached the government which later reimbursed the owners.

214 Captain James Sangster of the *Cadboro.*

215 Charles Kinney.

216 A servant.

217 Sandwich Islands.

DOCUMENTS

ordered by Captain Hill to leave the vessel, and Mr. Dixon states that when he applied to Captain Hill to know where he was to be quartered, the reply made that he should come to me.

Tuesday 16th. Cloudy & showery. Having learnt from Mr. Dixon that Captain Sangster intended taking Inventory of the rigging, sails, &c, &c, on board the Cadboro sent Mr. Huggins[218] down to assist, but that gentleman on getting abreast of the Cadb[or]o found that he could not be admitted on board without an order from Captain Hill and it being too late to go in quest of one he returned home without having seen Captain S[angster]. In the m[ornin]g I wrote Capt .H[ill] an official note requesting his reasons in writing for having seized the Cadboro in order that I might report on the matter in the proper quarter. In the afternoon rode down to Steilacoom, and called on Captain Hill for an order to go on board the Cadboro, which, having obtained in the shape of a drummer boy attendant I went down and spent an hour with Captain Sangster, who requested me to send a canoe for him tomorrow & asked me whether I thought he had better leave the vessel and my reply was that I thought it would be better for him to do so, and that I did not see how his leaving could be prejudicial to the Company's interests.

Wednesday 17th. Cloudy & showery. Captain Sangster arrived in the afternoon.

Thursday 18th. Cloudy. Sleet. Rain. Had a note from Captain Hill stating that the Inspector of Customs for Puget Sound Mr. Dorr had arrived. Rode down in the afternoon to see him, and learnt that he had seized the Cadboro, and was to be at F[or]t Nisqually tomorrow to seize the goods in the beach store that have been brought by the Cadb[or]o. [Page 85.]

Friday 19th. Cloudy. Mr. Dorr accompanied by Captain Hill arrived about 1 p. m. and after having some Wine & cake proceeded towards the beach Store where in presence of myself, Mr. Dixon of the Cadb[or]o & Captain Hill and calling Glasgow the squatter as a witness he seized on all the imported goods in the store including the [Ms. illegible, possibly meant for "Oaha" a Sandwich Island port.] Salt, & the wheat from Victoria. He said he did not feel quite certain about seizing the Salt, but would give his agent Glasgow positive information on the subject tomorrow. He compared the packages in the store with the Invoice & Bill Lading which I had shown him, and having some doubts re-

218 Edward Huggins, last in charge at Fort Nisqually. When the possessory rights of the Company were purchased he took over the site under the homestead laws of the United States. His son, Mr. Thomas Huggins, of Tacoma, is the possessor of the Nisqually Journals.

garding the contents of a Keg of Nails he had it broken open. Before leaving he committed the store & contents to Glasgow's care and gave him the Key in charge. He agreed however that as we had some Col: Kevis Flour with some Hoes and Lumber in the Store that were not seizable Glasgow should come and open the Store as often as access to it should be required. On returning to the Fort I applied for the Invoice & Bill Lading, but Mr. Dorr stated that as the ship had no manifest he should retain the Invoice & Bill Lading instead, whereupon I had a copy taken of the Invoice. Mr. Dorr then as a matter of courtesy as he saiu to the officers of the Co[mpan]y and myself read me his Instructions which required him to seize any Vessel found violating the Revenue Laws & in particular the Schooner Cadb[or]o. or "Beaver Steamer." The instructions also empowered him to enter and examine any building wherein he suspected smuggled goods were stored, and after fininshing reading them he demanded the Keys of our Stores and entering seized the imported goods therein. He entrusted the Keys to Glasgow for the night. I made several remonstrances against his proceedings but with [ou]t. effect, and he maintained that he was justified in seizing any goods landed since the ratification of the Boundary Treaty in 1846. As a favor he allowed me to take a few blankets, shirts, & other articles for the payment of Indian labor. [Page 65.]

Saturday 20th. Fine. Busy in the Stores from sunrise till evening assisted by Captain Sangster, Messrs. Dixon, Huggins & C. Ross,[219] and occupied in making Inventory and Packing Account of goods seized by Inspector Dorr yesterday which after account taken were removed into Store No. 2. Mr. Glasgow [220] was present, and when the above mentioned operations were concluded he put the Custom-house Seal on Store No. 2. Have decided on proceeding to Victoria[221] tomorrow morning to communicate with Mr. C[hief]. F[actor]. Douglas on the doings of the U. S. authorities at this place.

Sunday 21st. 5 am. Dr. Tolmie[222] left the Fort to proceed to Fort Victoria. Clear & pleasant weather. Mr. Glasgow came to the Fort & got the copy of the Inventory of goods in the Store, of which I made a copy & he signed it, and I, Jas. Sangster, acting for Dr. Tolmie signed the one Mr. Glasgow got. P. M. Moderate

219 Charles Ross, clerk.

220 Thomas Glasgow, a settler of 1847, and recently a squatter upon the Company's lands at the mouth of the Sequalitchew Creek where he proposed to build a mill.

221 Fort Victoria, the site of the present Victoria, B. C., of to-day, at this date the headquarters of the department of the Columbia and the residence of the chief factor, James Douglas.

222 William Fraser Tolmie, chief trader, and superintendent of the Puget's Sound Agricultural Company.

breezes from West and clear warm weather. All quiet at the Fort. Sunset calm & clear.

Monday 22nd. Morning calm & dull weather. Went to the Store at the beach with Glasgow & took a strict account of all the property in it, he seized the coarse flour in Bbls as having been Victoria Wheat ground at Newmarket,[223] so I shall not send to Newmarket for the Wheat ground there as it will be seized on the same grounds. Noon light westerly breezes & fine clear weather. Mr. Ross & gang of Indians about the new water lead.[224] Adam[225] with women breaking up ground on edge of swamp, Jolibois at work, on house, the rest thrashing wheat. Sunset calm & fine clear weather. [Page 66.]

Tuesday 23rd. Calm & pleasant weather. Adam & a party of women planting potatoes at Tyrrels Lake.[226] Mr. Ross & gang of Indians at new water lead, 3 men thrashing Wheat, Dixon with assistance cleaning up the Stores. Sent the cart down to Steilacoom at which place a vessel is reported to have arrived. Afternoon calm & warm weather.

Wednesday 24th. Morning breeze from S[outh E[ast] and overcast W[eather]. Adam Beinstein & gang finished planting at Tyrrels Lake & afterwards planted 3 bushels potatoes at the wood side of the Swamp, Edwards[227] & gang at the drain, Leclerk[228] & two others winnowing wheat, Jolibois at work on the house, Mr. Ross & Bill out in search of oxen. Went to the Store on the Beach with Glasgow and received 3 bags ball, being the remainder of the quantity allowed, also took out 8 bbls flour, as the door is to be sealed up. Noon fresh S[outh] E[asterly] breeze & cloudy the Schooner Emory[228] from Newmarket passed. Received a letter from Mr. Ogden,[229] for payment to Indians & supplies which cannot be complied with. Sunset strong S[outh] W[esterly] breezes & clear weather.

Thursday 25th. Morning calm & cloudy. People employed cutting the drain, thrashing &c. Indian women carrying out manure, Steilacoom ploughing. Carted the barrels of flour up from the beach. Noon light westerly breezes of fine weather. Finished

223 Former name of Tumwater, Thurston Co.

224 See this *Quarterly*, vol. xi, p. 149, entry for April 9, 1850.

225 Adam Beinstein, a servant.

226 Long Lake, near Lacy, Thurston Co. The name "Tyrrell" was evidently in honor of Treeman W. Tyrrell, a settler of 1849, on what is now Hawk's Prairie.

227 A servant.

228 A servant.

229 Peter Skene Ogden, chief factor at Fort Vancouver.

cutting the drain & let the water down. Messrs Bishop[230] & Williams[231] called on their way down the Sound. Am[erican] Propeller Massachusetts[232] anchored off the Store. Sunset calm & clear.

Friday 26th. Light Westerly breeze & fine clear Weather. Jolibois at work on the house, 3 men thrashing, 4 Indians at work in the garden & women carrying out manure. Made a bridge over the Stream. [Page 67.] Mr. Ross out killing[233] cattle afterwards breaking in a horse to cart harness. Capt. Leadbeater[234] of the U. S. topographical corps, paid a visit to Fort accomp[anie]d. by the Doctor.[235] Sunset calm clear weather.

Saturday 27th. Light S[outh] W[esterly] breezes & clear warm weather. Work the same as yesterday. Sunset fresh Westerly breezes & clear W[eather].

Sunday 28th. Morning calm and overcast with a few drops of rain. Afternoon strong S[outh] Westerly breezes & cloudy. Sunset fresh S[outh] W[esterly] breezes & clear Weather.

Monday 29th. Morning calm with slight frost. 4 men thrashing in the barn, Steilacoom plowing, women under Adam hoeing up drills for potatoes in the garden, two Indians sowing garden seeds. Sent 11 men and women out to Walter's[236] for potato planting, Jolibois shingling the house. Afternoon moderate S[outh] W[esterly] breezes & fine weather. Sunset calm & clear. Heard a report of some S[andwich] Islanders being at Steilacoom having deserted from Victoria, Malo among the number.

Tuesday 30th. AM calm & cloudy weather. Work the same as yesterday with the exception of the women who are carrying out manure. The deserters from Victoria reported to be at Steilacoom, are Malo, Pake & two Islanders who came lately p[er] Cowlitz.[237] Afternoon strong S[outh] W[esterly] breezes & overcast W[eather].

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230 Captain H. Bishop, agent for Messrs. Crosby and Gray, owners of the mill at Newmarket.

231 Possibly James S. Williams, assistant superintendent of the United States Coast Survey.

232 The first American steam vessel to enter the Columbia. It had been used to transport the military to Oregon.

233 Owing to the difficulty of driving cattle from their accustomed pasture the animals were slaughtered where found; but many were at this time in a state of nature and so wild from the depredations of vicious characters that they could only be hunted with the rifle on moonlight nights.

234 Lieutenant Dalville Leadbetter, one of the United States Coast Survey under Lieutenant James Alden, U. S. N. Leadbetter Point, south cape of Willapa Harbor, is an honor for him.

235 Probably Dr. I. A. Haden, resident physician at Fort Steilacoom.

236 That is, at Walter Ross' place, Tlilthlow, near Steilacoom, former residence of Mr. Heath, deceased. Mr. Ross had been here since October 13, 1849.

237 The Hudson's Bay Company's bark *Cowlitz*.

[May, 1850.]

Wednesday May 1st. Strong westerly breezes & cloudy weather throughout the day. Steilacoom drilling for potatoes on North side of Sequalitz[238] R[ive]r, women filling the drills with manure, 4 men thrashing in the barn, three Indians employed in garden. C. Ross and an Indian breaking in marons.[239] Salted part of the beef killed yesterday. Jolibois making shutters for new house. [Page 68.]

Thursday 3rd. Moderate westerly breezes & clear warm weather throughout the day. 4 men employed thrashing in the barn, women under Adam planting potatoes, Steilacoom drilling, Jolibois lining the new house. Sunset light breezes & clear weather. 9 P. M. Dr. Tolmie arrived from Victoria.

Friday 3rd. Sunshine. Work as yesterday. Potatoe planting well advanced. Found several letters from Vancouver awaiting me.

Saturday 4th. Sent to Steilacoom by the Beef Cart a protest against the seizure of the goods in our Stores at this place, under cover to Mr. Dorr.

Sunday 5th. Sunshine. Hot. Adam Beinstein sent to assist at Steilacoom.

Monday 6th. Work of last week resumed. Trudelle[240] assisted by Hoare[241] arranging packsaddles preparatory to Lapoitries[242] departure to Cowlitz for Wheat. Mr. W. S. Ogden[243] arrived from P[or]t. Discovery. Fenton[244] having gone to Victoria. Dispatches from Vancouver.

Tuesday 7th. Overcast. Rode to Steilacoom with a despatch for Captain Hill from whom I ascertained that his proceeding with regard to the Cadboro had been approved of by the authorities. In Mr. Ogden's letter rec[eive]d. yesterday I was informed that the Cadb[or]o. would be liberated on my forwarding the invoice & manifest of her cargo—to the customhouse I presume. These being in possession of Mr. Dorr I must wait his return, which is expected in a few days hence. W. S. Ogden started along with Lapoitrie.

Wednesday 8th. P[ar]t. Sunsh[ine]. Showers of Hail. Wrote Mr. Ogden stating that the Invoice & Bill Lading were already in possession of the proper person Mr. Dorr.

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238 The Sequalitchew creek.

239 A word of frequent occurrence in the journal and in clear handwriting but whose meaning has not yet been ascertained. Possibly a place name.

240 A servant. 241 A servant. 242 A servant.

243 Not Chief Factor Peter Skene Ogden but a nephew, William S. Ogden, former apprentice clerk but at this time apparently in the service of Allen & Mackinlay upon a cruise about the Sound in quest of likely sites for mills.

244 Robert Fenton, blacksmith.

Thursday 9th. Overcast. Trudelle repairing fences and P. M. delving in garden. Jolibois jobbing. Sold some Wedders at $5 each.

Friday 10th. Overcast. Partl[y]. Sunshine. Jolibois jobbing, and other work as yesterday. [Page 69.]

Saturday 11th. Clear & fine. Wrote Mr. Sec[retar]y Barclay,[245] H[udson's] B[ay] C[ompany] London, & forwarded to California under cover to Alfred Robinson by Captain Wilcox of the U. S. Transport Schooner Invincible who was here on Thursday purchasing sheep.

Sunday 12th. Clear & hot. Had a visit from Captain Brotchie[246] formerly of this service and lately supercargo of an English Ship the Albion which vessel is now at Steilacoom.

Monday 13th. Clear & hot. Sent a plough to Muck[247] to open potato drills. Getting a party ready for the Nisqually River whither I am to send a canoe tomorrow for sheep crossing. Jolibois jobbing.

Tuesday 14th. Clear & hot. Hoare and Young[248] examining hides and putting some in soak wherewith to make lines for baling wool. Edwards with Indian men delving swamp.

Wednesday 15th. Clear & hot. Mr. Dixon has been for some days back in charge of potato gang. Rec[eive]d. some garden seeds from Captain Brotchie.

Thursday 16th. Hot. Clear.

Friday 17th. Fine. Rode out to Muck to see how the potato planters were getting on. In the forenoon a Mr. Bell Paymaster's Cl[er]k from Vancouver called, on his way to Steilacoom.

Saturday 18th. Cloudy. Partial Sunshine. Having learnt from Indians that Mr. Dorr has returned to Steilacoom, called there this forenoon and found him on board the Albion. Obtained an order on Glasgow to have some necessary articles out of bond after giving Mr. Dorr a receipt for the same, and becoming personally responsible to him for their full value until the decision of the Company's case with the U. S. customhouse authorities. [Page 70.] Mr. Bell accompanied me in from Steilacoom and got cash for an order from Allan & Mackinlay for 6400$ out of their funds deposited here. Capt [ain]s Brotchie & Henderwell[249] arrived in the evening.

245 Forbes Barclay, one of the officers of the Puget's Sound Agricultural Co.

246 Captain William Brotchie.

247 A farmsite and herdsman's station maintained by the Company near the present town of Roy, Pierce Co.

248 A servant.

249 Captain Richard O. Hinderwell, of the *Albion*.

Sunday 19th.
Monday 20th. A heavy shower last night. Heavy showers of hail during day. Trudelle making all night about sheep parks, Leclaire breaking in Maron oxen, and occasionally ploughing.
Tuesday 21st. Showery. Everything ready for sheepwashing but the weather prevented. Jolibois of late making a Lady's side Saddle.
Wednesday 22nd. Fine L[igh]t. Showers. Fort band of Wedders well washed. Mr. Dixon superintending. Trudelle assisting Jolibois to cover saddle. Today and yesterday getting articles from Glasgow ordered by Mr. Dorr on Saturday.
Thursday 23rd. Cloudy. Partial Sunshine. Went to Newmarket to get from thence part of the Flour lately ground there. In the forenoon Mr. C[hief]. F[actor]. Douglas arrived.
Friday 24th. Cloudy. Returned from Newmarket in the afternoon and got the flour bro[ugh]t up to the store.
Saturday 25th. Mr. Douglas started for Vancouver, proceeding by Newmarket whither I accompanied him in a canoe. At Captain Bishop's Mr. Douglas had some conversation with Mr. Dorr regarding the seizure of the Cadboro and goods here. Rabasee[250] took M. D[ougla]s' horses to Newmarket, and drowned two by crossing the Nisqually at the lower ford contrary to orders, whereas by going to the middle crossing "Tlalagweilmeen" they might have had the assistance of [Page 71.] Indians with canoes.
Sunday 26th. Fine. Slept at Pere Ricard's[251] last night & starting at 5 A. M. got home about 11 A. M.
Monday 27th. Fine. Washed a flock of Wedder Lambs and clipt a flock of 545 Ewes (Dahm's [252] Engaged Shearer's at 1 Bl[an]k[e]t and 1 Gown each, washers at 1 Bl[an]k[e]t 3 p [oin]ts and 1 Blanket 2½ [points] each. Jolibois and Trudelle making a small commodite behind the Store (No. 1).
Tuesday 28th. Cool. Sunshine. A flock of 539 Wedders shorn and put in charge of "Guhkynum"[253] an additional 150 lbs Beef wanted triweekly at Steilacoom.
Wednesday 29th. Cool & Cloudy. Sunshine P. M. a flock of 404 wedder lambs rather ragged clipt. Woolpacking commenced and progressing well under the superintendence of Mr. Huggins.
Thursday 30th. Cool, Sunshine. A flock of 572 Wedders shorn (Luhumaybroot).[254]

250 Antonio B. Rabbeson, a settler of 1846.
251 Rev. Pascal Ricard, who, in June 14, 1848, had established St. Joseph's Mission on the site of the present Priest Point, Budd Inlet, north of Olympia.
252 A sheepherder. 253 A sheepherder. 254 A sheepherder.

Friday 31st. Cloudy. Droppings of rain. Rode to Steilacoom, Whyatchie[255] and Tlilthlow.[256] Two ploughs at Whyatchie preparing land for Barley. A flock of 582 Wedder Lambs in charge of [Ms. illegible, word crossed out.]washed. In the evening seven deserters arrived from Victoria, but having been pillaged of their property and food by the Klalums[257]—King George[258] and gang—encamped at P[oin]t Partridge[259] and having subsisted for three days on shellfish of their own gathering they were all disposed to return, altho they made a great parade of greviences. [Page 71.]

[June, 1850.]

Saturday 1st. Sunshine. Hot. Six of the deserters Englishmen lately arrived in the country by the Cowlitz & N[orman]. Morrison consented to return to Victoria on condition of being forgiven for their present escapade. They started in the forenoon, conveyed by Mr. Dixon and a good crew of Indians. The seventh deserter Lafleur a Canadian insisted on remaining to see and make terms with Mr. Douglas before returning. A flock of 608 sheep Wedder Lambs clipped today.

Sunday 2nd.

Monday 3rd. Fine. A flock of 272 Rams shorn. Some barley sown at Whyatchie. The Indian "Loitlay" who broke into the slaughter house in Spring was seized and bro[ugh]t. here today by Glasgow and some other Americans. The same youth has been guilty of housebreaking and theft in other quarters. Wrote Captain Hill requesting him to send some soldiers for the prisoner tomorrow. Lafleur at Wool-press.

Tuesday 4th. Fair. A flock of 491 Ewe Lambs or Gimmers[260] shorn today. Trudelle has, since Dixon's departure conducted the sheep-washing and managed well. Two soldiers arrived about noon, and conveyed the prisoner to Steilacoom.

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255 A farmsite and herdsman's station near Steilacoom sometimes known as "McLeod's."

256 A farmsite and herdsman's station near Steilacoom formerly known as "Mr. Heath's" and now frequently as "Walter's", being the residence of Mr. Walter Ross.

257 A Salish tribe living on the south side of the Strait of Juan de Fuca, at this time claiming from Port Discovery to Hoko River. A small detachment lived on Vancouver Island.

258 "The head chief of all the Clallams was Lach-ka-nam, or Lord Nelson, who is still living, but has abdicated in favor of his son, S'Hai-ak, or King George—a very different personage, by the way, from the chief of the same name east of the mountains. Most of the principle men of the tribe have received names either from the English or the 'Bostons'; and the genealogical tree of the royal family presents as miscellaneous an assemblage of characters as a masked ball in carnival. Thus, two of King George's brothers are the Duke of York and General Gaines. His cousin is Tom, Benton; and his sons by Queen Victoria, are General—Jackson and Thomas Jefferson. The Queen is daughter to the Duke of Clarence and sister to Generals Scott and Taylor; as also to Mary Ella Coffin, the wife of John C. Calhoun. The Duke of York's wife is Jenny Lind; a brother of the Duke of Clarence is John Adams; and Calhoun's sons are James K. Polk, General Lane, and Patrick Henry. King George's sister is the daughter of the late Flattery Jack. All of them have papers certifying to these and various other items of information, which they exhibit with great satisfaction."—George Gibbs, in Pacific Railway Reports, (Washington, D. C., 1855), vol. i, page 430.

259 West cape of Whidbey Island.

260 A Scottish term meaning an unshorn ewe between one and two years old.

Wednesday 5th. Rainy. Indian gangs employed hoeing and planting potatoes. Lafleur gone to Newmarket.

Thursday 6th. Fine. A flock of 471 Ewe Lambs shorn containing 6 pure Merinoes, 3 S[outh] downs, 1 Cheviot, 1 Leicester [Ms. illegible.].

Friday 7th. A flock of 520 Ewe Lambs shorn. Rode to Tlilthlow, Sastuck,[261] and Steilacoom, accompanied by Captain Brotchie. Called on Mr. Dorr on board [Page 73.] the Albion, and met there Messrs. Crosbies,[262] Bishop and Goldsboro'[263] from Newmarket.

Saturday 8th. Cloudy. P[art] l [y] Sunshine. Showery P. M. A flock of 421 Ewe Lambs and old Ewes dipped today. Making preparations for crossing sheep to Tinalquot[264] on Monday. Captain Crosby whom I met at Steilacoom yesterday, reports that the Mail Steamer Carolina was to have sailed from Portland for Puget's Sound on the 4th and that Mr. Douglas intended coming passenger by her.

Sunday 9th. Rainy. P. M. Mr. Dixon returned in the afternoon from Victoria where all were well three days ago.

Monday 10th. Fine. Cool. Sent a party of Indians yesterday and two more today to Yilm Ferry[265] to assist Mr. Ross in crossing the Shorn Sheep for Tinalquot.

Tuesday 11th. Fine. A flock of 540 dry Ewes shorn today while with the additional work of woolpacking employed all hands. Had a visit in the afternoon from Captain Cameron of the American Barque "Robert Bowen" now leaving with spars in that neighborhood.[266]

Wednesday 12th. Cloudy. Picked 26 wedders out of Ewe band shorn yesterday and added 25 of them to [Ms. Illegible] or the Fort Wedder band. A courier from Cowlitz arrived about noon with a letter from Mr. C[hief]. F[actor]. Douglas dated F[or]t. George, 5th June and stating that the Cadboro & goods would be released as soon as Gen[era]l. Adair[267] should arrive. In the aft[ernoo]n. Gen[era]l. Adair made his appearance accompanied by Mr. Dorr and the store in which the seized goods were contained

261 A farmsite and herdsman's station probably not far from Steilacoom.

262 Captain Clanrick Crosby, part owner of the mill at Newmarket.

263 Commander Louis M. Goldsboro, U. S. N., captain of the *Massachusetts*.

264 A farmsite and herdsman's station on a prairie of the same name near McIntosh. same name near the present town of Yelm, in Thurston County.

265 A farmsite and herdsman's station maintained by the Company on a prairie of the Thurston Co.

266 See the journal entry, April 4, 1850, for an account of the arrival of this vessel.

267 John Adair, revenue officer.

was made over to us, also the Beach Store but by Glasgow's delivery was postponed till tomorrow when the packages can be examined, and in Glasgow's presence. Gen[era]l. Adair and a Captain McArthur of the U. S. Navy remained for the night. [Page 74.]

Thursday 13th. Cloudy. Capt[ai]n. Sangster accompained by, Mr. Huggins went to the beach store to see in presence of Glasgow that the goods therein were correct as inventoried on the [Blank space left in Ms.] April. Capt[ai]n. S[angster]. Thereafter accomp[anie]d. by Dixon proceeded in a canoe to Steilacoom to receive back the Cadboro from Gen[era]l. Adair who rode down on horseback. Gen[era]l. Adair returned in the ev[enin]g. Had a visit from Captain Wood of the "Carolina"[268] Steampropeller accompanied by his engineer, and by Lieut: Humphreys and Dr. Gray of the U. S. Navy.

Friday 14th. Showery. Mr. Huggins busy refitting shop. Capt. Macarthur,[269] who is to take the Albion round to Astoria went to Steilacoom to see about hiring a crew. Busy along with Mr. Huggins in making copies of the Invoices rec[eive]d. since 3rd April 1849, as duties have to be paid on all these.

Saturday 15th. Cloudy. Jolibois jobbing. Indians for the last three days hoeing potatoes here and in the plains.

Sunday 16th. Cloudy & Showery. Had divine service in the forenoon Messrs. Adair and Macarthur attending.

Monday 17th. Showery. Mr. W. Ross also employed today in preparing copies of the dutiable invoices. Indians employed at potatoes.

Tuesday 18th. Showery. A pretty brisk trade in Salesshop. Invoices finished. Capt[ai]n. Macarthur went on board the Albion today to remain.

Wednesday 19th. Fair. Gen[era]l Adair after receiving $[Blank space left in Ms.] proceeded on board the Albion bound forthwith for Astoria. Charles Ross, Leclaire & two Indians started for Cowlitz for Wheat.

Thursday 20th. Fine. A flock of 456 Ewes clipt today and sent out in charge of Sitchin.[270] [Page 75.]

Friday 21st. Fine. A flock of 427 Ewes shorn and continued in charge of Allan.[271] Jolibois and Trudelle putting ribs in large canoe and fitting it for and with oars.

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268 The first American steam vessel to enter the Columbia River.
269 Lieutenant W. P. McArthur, of the schooner Ewing, United States Coast Survey.
270 A sheepherder. 271 A sheepherder.

Saturday 22nd. Fine. A flock of 540 Ewes shorn and transferred to the charge of Smielkoh.[272] Cadboro laden with horned cattle & bills of lading signed and delivered.

Sunday 23rd. Fine. Cadb[or]o off at 5 a. m. A visit from T. Linklater.[273]

Monday 24th. A flock of 524 Ewes shorn in charge of Gnace[274] and Tokakynum.[275] See end of Book for Acc[oun]ts of Sheep at Tinalquot with names of herds.[276] Linklater off for Tinalquot accompanied by John Sutherland[277] returning to Cowlitz[278]

Tuesday 25th. Fine. Indian gang hoeing and weeding potatoes and beds in garden. Jolibois and Trudelle jobbing at improvements in Bighouse. Woolpressing going on well. Five Bales finished today all but the sewing of the fifth.

Wednesday 26th. Fine. 492 Ewes shorn today which brings the sheepshearing to a close. Paid off a great number of the Indian gang. Mr. Simmons[279] arrived in the ev[enin]g.

Thursday 27th. Fine. Cloudy. Pretty brisk trade in sale shop with soldiers wives from Steilacoom and some Cowlitz settlers. C. Ross arrived in the evening with 57 Bush: Wheat, del[ivere]d. at Tlilthlow.

Friday 28th. Fine. Ev[enin]g cloudy. W[in]d. Southerly. B[aptis]te. Chalifoux having come yesterday, and offered to engage with the Co[mpan]y for one year, agreed to engage him at £30 per annum. L. Leclaire having on several late occasions shown great remissness was today sent about his business, he has [Page 76.] also been making a practice of purchasing rum from the Am[erica]ns. and selling it again to the other men and Indians, and was altogether a good for nothing disorganizing sort of fellow.

Saturday 29th. Clear & Fine. Wool packing nearly over.

Sunday 30th.

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272 A sheepherder.

273 Thomas Linklater, shephard, and since October 6, 1849, in charge at Tenalquot.

274 A sheepherder. 275 A sheepherder.

276 The account referred to gives one band of 582 "Wedders," three bands comprising 1594 "Wedder lambs," one band of 491 "Ewe lambs," a total of 2667. This is exclusive of one band of "rams" and one band of "Ewes old & Ewe lambs."

277 A servant.

278 A post maintained by the Puget's Sound Agricultural Campany, commonly known as "Cowlitz Farm," situated on the Cowlitz River in townships 11 and 12 north, range 1, west of the Willamette meridian. It comprised some 1200 acres, fenced in, eleven barns and a mill.

279 Michael T. Simmons, a settler of 1845, formerly the chief owner of the mill at Newmarket, now the proprietor of the first store in Sylvester's new town Olympia.

[*To be continued*]

BOOK REVIEWS

A Winter Circuit of Our Arctic Coast. By HUDSON, STUCK, (New York, Charles Scribner's Sons, 1920, pp. 360, $6.)

This last of the travel volumes by the Archdeacon of the Yukon, relating to his journeys in Alaska, is perhaps the best and most interesting of the series. It covers a winter's travel, commencing at Fort Yukon, on the Yukon River at the Arctic Circle, going west to Kotzebue Sound, then northerly, following the shore of the Arctic Ocean, past Cape Lisburne where the end of the Rocky Mountain Chain breaks into the ocean, along the shore where in 1872 the whaling fleet was crushed by the icepack, to Point Barrow. Then easterly to Herschel Island, the one time rendezvous of that industry; from that point across to the Yukon by the route of the whaling fleet that passed east of Barrow in the palmy days followed by Captain Amundsen in 1905 to the beginning point. It is a remarkable circuit, rich in reminiscence of Franklin, Beechey, Simpson, and others, a number of whom have traveled it in part, but perhaps no one has before made it entirely or continuously.

The keen observation, the graphic description, and the philosophic interest with which the author writes are fascinating, especially to one who saw the caches of provisions at Point Hope and Point Barrow which had been made in anticipation of the journey.

In all his writings the author is sympathetic with the wild life, and he has an especially warm place in his heart for the natives. In the Eskimo he has a people well calculated to call out every human interest. Recognizing their ever present characteristic he says: "Cheerfulness is perhaps their most distinctive trait," and quotes Beechey, the first voyager to reach the most northerly point of Alaska, where he says they are; "A set of people happy who did not appear to possess a single comfort on earth." Of their hospitality he tells about "the young man who left his own house and spent the night in a deserted tumble down igloo rather than incommode his guests who did not know they were his guests. There is nothing in the whole journey of which I feel so ashamed as of the annoyance that I know my manner must have betrayed—though I said nothing—when this young man and his companions arrived at the igloo we had taken possession of for the night. And if there

be any meaning left in the word, this reindeer herder, smilingly picking up his sleeping bag and leaving his own home to spend a cheerless night amidst the ruins of an old igloo, was certainly a gentleman." And, too, he recognizes the bravery which meets and conquers the hardest conditions of life with a smile.

His descriptions of winter travel and of the phenomena of the Arctic leave little to be told, and to those who have had the experience they bring vividly to mind the very feeling of the storm and of the clear, cold glory of the long northern night.

His notes of the voyages of the early navigators and travelers are full and well chosen, interesting, and valuable, but he overlooks the Russian Kashavarof in his voyage in 1838, and the visit of Lieutenants Hooper and Pullen in search of Sir John Franklin in 1849, in reviewing the notable early visitors to Point Barrow.

There is but one unpleasant feature and that is in his criticism of certain school work with which he came in contact, to the extent of commenting on correspondence of which he was not in position to understand and dictate upon. Also with reference to Noorvik, the transplanted colony, taken from the treeless coast of Kotzebue Sound to the forested reaches of the Kobuk as an experiment in bettering the condition of the native. It is too early to make comments on the results. The reindeer experiment of Dr. Jackson was most caustically criticised in its earlier years, but it stands today the most notable achievement of the United States rule of Alaska, and it is to be hoped that religious prejudice against the guiding leaders at Noorvik did not prompt the remarks.

No book of recent Arctic travel excels the work in its richness of anecdote and allusion, or in its human interest, while but few of any time equal it. The road is not an entirely new one but no one who has before traveled it did so with the same interest in its life in every way as has this sourdough traveler of the Northland.

C. L. ANDREWS.

Adventures of Oregon, A Chronicle of the Fur Trade. By CONSTANCE L. SKINNER. (New Haven: Yale University Press, 1920. Pp. x+290.)

Like the other volumes in "The Chronicles of America" series, edited by Allen Johnson, of Yale University, this book tells the story in graphic style with emphasis on the dramatic and exciting

be any meaning left in the word, this reindeer herder, smilingly picking up his sleeping bag and leaving his own home to spend a cheerless night amidst the ruins of an old igloo, was certainly a gentleman." And, too, he recognizes the bravery which meets and conquers the hardest conditions of life with a smile.

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C. L. Andrews.

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Like the other volumes in "The Chronicles of America" series, edited by Allen Johnson, of Yale University, this book tells the story in graphic style with emphasis on the dramatic and exciting

incidents. At the same time there is commendable aim at historical accuracy.

The author was born in the Canadian Far North and was educated in British Columbia. She began writing for newspapers while she worked on special features for papers in Los Angeles, Chicago and New York, novels, poems and magazine articles. By birth, education and experience, she is well equipped to write such a book as *Adventures of Oregon.*

The book contains a specially prepared map of the Oregon County and its approaches and seven wisely selected portraits and illustrations. The portraits include McLoughlin, Lewis, Clark and Astor. The index, printing and binding are all that could be desired, keeping pace with the other volumes in this attractive series.

The Whitman Massacre. By MATILDA J. SAGER DELANEY. Spokane: Esther Reed Chapter, Daughters of the American Revolution. 1920. Pp. 46. Seventy-five cents.)

Mrs. Delaney is one of the Sager girls from the Indians after the Whitman massacre at Waiilatpu November 29, 1847. She is one of the very few survivors of that tragedy. Her book has all the value and human interest of a first-hand account of an important historic event. She was only eight years of age at the time of the massacre but such an event would easily be remembered and would be supplemented as to details from subsequent conversations with her sisters and other survivors.

The book makes a valuable addition to the literature of the Pacific Northwest. All collectors will be anxious to save it. The edition is limited to five hundred copies. It may be purchased of the author, whose address is 630 South Howard Street, Spokane, Washington.

Esther Reed Chapter, Daughters of the American Revolution, has rendered a real service in sponsoring this book. In 1914 the same Chapter issued a valuable booklet entitled *Indian Battles in the Indian Empire in* 1858 which recounted the ceremonies of marking the scene of the Steptoe battle near Rosalia.

This new little book on the massacre has a portrait of the author and a drawing of the Whitman Mission. There is also a forward by Miriam Tannant Merriam, in which is found this beautiful tribute: "The Delaney living room is the only place I have seen Indian women and girls light hearted and chatty. They loved to

linger to sing for their hostess. Mrs. Delaney's hospitality extended to all clergymen of all creeds. Her's has been a life of hard but generous service."

The Overland Journey of the Argonauts of 1862. By F. W. Howay, LL. B., F. R. S. C., (Ottawa: The Royal Society of Canada. 1920. Pp. 37-55).

This pamphlet is reprinted from *The Transactions of the Royal Society of Canada,* 1919, and contains the paper read by Judge Howay at the meeting in May, 1919. The purpose, scope and sources used are all set forth in the opening paragraph as follows:

"The earliest recorded emigration across the prairies to the region west of the Rocky Mountains occurred in 1841, and according to Sir George Simpson, who met them near Edmonton, consisted of twenty-three families. Thirteen years later another party, known as the Sinclair party, numbering sixty-five persons—men, women and children—followed in their tracks to the Columbia. In this paper an attempt will be made to trace and describe the journey in 1862 of the third immigrant party across the continent through British North America; but the first of such immigrants whose object was to reach a home in British territory. For this purpose liberty has been kindly granted by Mrs. Caroline L. McMicking, of Victoria, to use the original dairies of her late husband, Mr. Robert B. McMicking, and his brother, Thomas R. McMicking. These little books contain the day by day account of the incidents of the whole journey from Queenstown, Canada, West to Quesnel, British Columbia.

The Log of the Princessa. By Herbert Ingram Priestly. (Portland: The Oregon Historical Society. 1920. Pp. 11.)

This important contribution to the history of the Northwest is reprinted from the *Quarterly of the Oregon Historical Society,* Volume XXI., pages 21-31.

Doctor Priestley is associated with the Bancroft Library, Academy of Pacific Coast History, University of California. After quoting H. H. Bancroft and Professor William Ray Manning as to the baffling disappearance of the diary or log kept by Estevan Martinez at Nootka Sound in the critical year of 1789, he says that a copy was secured by the late Professor Henry Morse

Stephens from the *Deposito Hidrografico de Madrid* and placed in the Academy of Pacific Coast History.

From this rescued document, Doctor Priestly is enabled to point out many discrepancies in the heretofore published records of the quarrel between the Spaniards and the British Captains which brought the nations near to war.

In closing his comments Doctor Priestley says: "The fact that the Martinez diary was a daily entry, and that this fair copy of it was made at San Blas, before question of the events made by the viceroy could affect its purport, make it the best available source on affairs at Friendly Cove in the Summer of 1789."

Fifty Years of Progress. By THE DEXTER HORTON NATIONAL BANK. (Seattle: The Bank. 1920. Pp. 32).

Collectors should save this beautiful pamphlet for its history values. The story of the founding and progress of Seattle's oldest bank is graphically told. A sketch is also given of the colony of 1851 from which the City of Seattle has grown.

A wealth of beautiful pictures add greatly to the importance of the work, especially the portraits, many of which are rare. This is true of the portraits of such pioneers as Dexter Horton, Arthur A. Denny and David Phillips. There is also a group of portraits of nine of the twelve adult members of the original colony.

There is an array of valuable statistics on commerce with the Orient and other elements of the city's most recent progress. It is, of course, natural that such a book should also show the importance of the banking institution which has celebrated its fiftieth birthday.

The Constitutional History of the Louisiana Purchase, 1803-1812. By EVERETT SOMERVILLE BROWN, Ph. D. (Berkeley: University of California Press. 1912. Pp. xi 248.

The Louisiana purchase is of great interest to readers in the Pacific Northwest but this work, while it adds much of value to the general subject, does not treat of Upper Louisiana. The reason is given in the author's preface as follows:

"This study has been confined principally to the lower part of the province purchased from France, that which was organized as Orleans Territory and which later entered the Union as the state

of Louisiana. Occasional reference is made to Upper Louisiana but to have treated the constitutional history of the entire area known as Louisana would have involved entering a field almost limitless in extent. The writer hopes, however, to make further investigation of the constitutional history of the territorial expansion of the United States."

While many libraries were visited for some materials, the archives at the National Capital furnished most of the new matter.

This work is Volume X. of the University of California Publications in History, of which Professor Herbert E. Bolton is the present editor.

The Whaling Equipment of the Makah Indians. By T. T. WATERMAN. (Seattle: University of Washington. 1920. Pp. 67).

Professor Waterman's interesting paper is the first one in the new series called, "University of Washington Publications in Political and Social Science." The work carries fifteen text figures and eight plates of half-tones. The latter are mostly from photographs by Asahel Curtis.

The text shows that the author has been diligent in ascertaining the methods and equipments used by the Indians and the native names for implements, fishes and places.

The bibliography cites ten authors, including Boas, Curtis, Swan and Vancouver. The work is prime evidence of the fact that there is a rich field for work among the Puget Sound Indians.

Minnesota Geographic Names. By WARREN UPHAM. (Saint Paul: Minnesota Historical Society. 1920. Pp. viii+735).

Mr. Upham was attracted to the origin and meaning of the geographic names during sixteen years of service with the geological surveys, 1879-1894. Since 1895 his work with the Minnesota Historical Society has caused him to continue his studies. The fruit of it all is given in this large book. The arrangement is alphabetical but in divisions as to counties. This has necessitated an extensive index.

The book will be used by countless generations of people in Minnesota. It is a durable monument to the diligence and scholarship of Warren Upham.

Other Books Received

Avery, Samuel Putman. *The Avery, Fairchild and Park Families.* (Hartford, Connecticut: Privately printed, 250 copies. 1919. Pp. xviii+151).

Bogart, Ernest Ludlow and Matthews, John Mabry. *The Modern Commonwealth.* In the Centennial History of Illinois, Volume V., edited by Clarence Walworth Alvord. (Springfield: Illinois Centennial Commission. 1920. Pp. 544.)

Johnson, Ida Amanda. *The Michigan Fur Trade;* and Ivey, Paul Wesley. *The Pere Marquette Railroad Company.* Two works in Volume V of the University Series. (Lansing: Michigan Historical Commission, 1919. Pp. 461).

NEWS DEPARTMENT

Death of Professor W. D. Lyman.

The parents of Professor Lyman, Horace Lyman and Mary Denison Lyman, were Oregon pioneers, arriving in that state in 1849. Their son, William Denison Lyman, was born in Portland on December 1, 1852. His education was obtained at Pacific University, Oregon, and at Williams College, Massachusetts.

He was made head of the department of history in Whitman College, at Walla Walla, in 1889. He became well known as a teacher and lecturer and enjoyed the devoted affection of countless friends. For a long time his summer vacations were spent in mountain climbing. Two glaciers and a lake in the Cascade Range bear his name.

The greatest book he published is entitled *The Columbia River, Its History, Its Myths, Its Scenery, Its Commerce.* The book of four hundred and nine pages and eighty illustrations was published by G. P. Putman's Sons in the "American Waterway Series."

During the Commencement Day exercises it was announced that Professor Lyman was retiring to become a professor emeritus. He was to enjoy a pension under the plan which Whitman College has recently perfected with the Carnegie Foundation. The well earned rest was brief for in one week the professor suddenly died. The end came on June 21, 1920.

The Washington Historical Quarterly has lost one of its family. Professor Lyman's name has appeared on the title page of every issue as one of the contributing editors.

Survivor of Old Days.

Many pioneers will rejoice to know that Major Junius Thomas Turner of Washington, D. C., is nearing his ninety-third birthday. Readers of this *Quarterly* are no strangers to his name. In Volume VI., page 321, there appeared a brief sketch of his remarkable career showing that he had served in four wars—the Mexican War, two Indian wars in Oregon and Washington and the Civil War. That note was prepared by his friend, the late Thomas W. Prosch. In Volume VI., pages 168-170, there appeared an article by Major

Turner giving his memories of pioneer friends, especially those of Whidbey Island. In Volume VII., pages 38-39, there was published Major Turner's tribute to Brigadier General James Clark Strong, another pioneer of Washington. In a recent letter Major Turner says: "I am down and out in all divisions of life—just waiting the advent of the final summons that will call me to the 'parting of the ways.' " He still retains an intense interest in history and many friends hope that his wonderful vigor will sustain him through the present disability. Major Turner was born in Baltimore on September 4, 1827.

Signatures of Pioneer Women

Mrs. Edith Sanderson Redfield, a graduate of the University of Washington, now serving as President of the Ladies Relief Society, the oldest organized charity in Seattle, has presented to her Alma Mater a framed photograph of the signature-page of the articles of incorporation of that organization. The fifteen signatures are those of ladies who were prominent in the life of Seattle, thirty-six years ago.

Gift of Manuscripts

Frederick W. Dewart of Spokane has presented the University of Washington with copies of two valuable manuscripts pertaining to the history of Eastern Washington.

One is entitled "Historical Notes on Stevens County, Washington." That modest title is in perfect keeping with the author, William Parkhurst Winans. He came to Oregon in 1859 and in July, 1861, he went to Fort Colville. In public and private life he had much to do with the early history of Stevens County. In 1873 he moved to Walla Walla where he was successful as a merchant and a banker. The name of W. P. Winans has always been synonymous with integrity of character. This carefully prepared manuscript will be highly prized in the growing collection of archives in the University of Washington Library.

Mr. Winans was born in Elizabeth, New Jersey, on January 28, 1836. He died in Walla Walla on April 24, 1917.

The other manuscript presented by Mr. Dewart is entitled, "The Last Indian Wars in Eastern Washington and Northern Idaho." The author, Garrett Bratt Hunt, graduated from the University of Rochester in 1890. For many years he was engaged in

newspaper work in Spokane and is now Chief Clerk of the Commissioner of Public Utilities.

He first began to gather information in accurate form for a single individual. He then thought of sharing the information with everybody and put it in form for publication as a book. The book has not been published but this copy of two hundred and twenty pages of manuscript will enrich the collected materials for those who are studying and writing in the field of Northwestern history.

Gift of an Old Map.

Dr. G. S. Peterkin, of Seattle, has presented to the University of Washington an old map of California, Oregon and Utah. It is folded into a small leather case which bears the important signature of A. A. Denny. The map is dated 1852, one year before Washington Territory was created and one year after the famous Denny colony settled at Alki Point to begin the city of Seattle. There is no evidence as to when Mr. Denny got the map but there are evidences that he prized and used it. The map is of great use now in the study of historical geography. Dr. Peterkin obtained the map from the widow of Orion O. Denny and has now placed it where he knows it will be of most use.

An Old Society of Seattle.

Hon. Bernard Pelly, British Consul at Seattle, is a pioneer resident of Puget Sound. He has presented to the University of Washington Library a program of the Oratorio Society of 1885. He was one of the officers of the Society and the other names published on the program are those of men and women who were prominent in that interesting period of Seattle's growth.

A Relic of Whidbey Island.

Harry Smith, of Coupeville, while plowing his farm, formerly the property of the Ebey family, uncovered a bronze guard and trigger of an old Enfield rifle. On it was cut "Ebey, 1874." Colonel Isaac N. Ebey was killed by the Northern Indians on August 11, 1857, and his head was carried away as a trophy. At first it was thought that the relic was related to that tragedy. The date, however,

shows that the old rifle belonged to his son, Eason Benton Ebey, who remained on the old farm after the father's death. The relic has been placed in the University of Washington Museum.

Oldest Legal Document in America

William N. Redfield, of Seattle, Governor of the Washington Society of Mayflower Descendants, has presented to the University of Washington a beautiful framed photograph of the Pilgrim Charter, which is called the oldest legal document in America.

An Aboriginal Flour Mill

Judge C. H. Hanford, of Seattle, has presented to the University of Washington Museum a fine specimen of stone mortar and pestle found on the bank of the Columbia River near the present town of Hanford. In making the presentation, Judge Hanford called it "an aboriginal flour mill."

Living Pioneers of Washington

In the April issue of the *Quarterly*, pages 159-160, there was published a list of the biographies of living pioneers which had appeared on the editorial page of the *Seattle Post-Intelligencer* from January 1, to April 1, 1920. As an aid to genealogists and historians the list is here continued for the time between April 1 and July 1, 1920.

April 6, Mrs. Mary E. Shorey, Seattle.

April 20, Mr. and Mrs. Seth F. Ticknor, Seattle.

April 21, Lewis H. Tenny, Seattle.

April 22, Mrs. Louisa M. Ware, Forest, Lewis County.

May 11, Edward S. Burnell, Seattle.

May 12, James Oldfield, Seattle.

May 13, Mrs. Mary Maria Lindsley, Seattle.

May 14, Mrs. Sarah Jane Ward, Seattle.

May 25, Nathan S. Porter, Olympia.

May 29, Mrs. Francis Ellen (Gale) Page, Seattle.

The Washington Historical Quarterly

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Contents

WILLIAM S. LEWIS.....The First Militia Companies in Eastern Washington Territory..... 243
CHARLES W. SMITH.....An Old Quaker Magazine..... 250
JAMES E. BABB.....Judge E. P. Oliphant..... 254
J. D. LEECHMAN.....Bibliography of the Anthropology of Puget Sound Indians..... 266
EDMOND S. MEANY.....Origin of Washington Geographic Names 274
DOCUMENTS—The Nisqually Journal, Edited by Victor J. Farrar..... 294
BOOK REVIEWS 303
NEWS DEPARTMENT 309
INDEX 313

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THE FIRST MILITIA COMPANIES IN EASTERN WASHINGTON TERRITORY

On October 28, 1855, Isaac Ingalls Stevens, Indian Commissioner and first Governor of Washington Territory, then embracing Idaho and Western Montana, left Fort Benton on the Missouri River, where he had concluded a treaty of peace with the Blackfoot Indians, at the noted Blackfoot Council, on his return to the territorial capital at Olympia. That very evening a pony express reached his camp from the west bringing the startling intelligence that the Yakima Indians under Kam-i-a-kin had broken out into open warfare, murdered their agent A. J. Bolon and several other white men who were on their way to the newly discovered placer mines near Fort Colville, and had declared a war of extermination against the whites.

The Governor's party consisted of only twenty-five men, deficient in arms and poorly mounted, and he was advised not to return across the mountains, but to descend the Missouri River. This advice he ignored. The Governor, apprehensive lest other tribes might join the Yakimas, immediately despatched his secretary, Mr. Doty, to Forts Benton and Campbell for additional arms, ammunition and fresh horses, while he, himself, pushed on ahead to the Bitter Root Valley—a distance of 230 miles—to make arrangements for thoroughly equipping his train on arriving at that point.

Before reaching the Bitter Root Valley Governor Stevens was fortunate enough to overtake the delegation of Nez Perce chiefs who had attended the Blackfoot council, and in a conference held with them at Hell Gate requested some of their number to accompany him. The whole party numbering fourteen men—among whom were Spotted Eagle, Looking Glass and Three Feathers,

The Washington Historical Quarterly

principal chiefs among the Nez Perces—at once expressed their willingness to accompany the Governor's party and share in any dangers encountered.

On November 14, 1855, having replenished his train with all the animals to be had, Governor Stevens proceeded to the Rocky Mountains, crossing the summit on November 20th in about three feet of snow over a trail broken a couple weeks previous by a large party of Coeur d'Alene Indians. Fortunately little snow had fallen since the Indian hunting party had passed and the trail was good, but the sufferings of the Indian buffalo hunters who had preceded and broken the trail was evidenced by no less than ten dead horses seen along the trail within a distance of eight miles.

Governor Stevens' party reached the Coeur d'Alene Mission, near what is now Cataldo, Idaho, on November 25th, 1855, and found the Indians there much excited over the arising of the Yakimas. Reports were also received that several other tribes in the lower country were in arms, blocking the trails and threatening to cut off the Governor and his party. Information was also received that four men of Indian Agent Bolon's party with goods, horses and cattle belonging to the Indian Department were at Antoine Plante's place (near Trent) on the Spokane River, and that some fifteen white miners on their way from the Colville Country to the lower settlements had been camping at Plante's place for several weeks waiting relief, and fearing to go below on account of the hostile Indians in the Walla Walla Valley.

Governor Stevens at once determined to proceed to the Spokane Valley to relieve these men and preserve the public property, and on the 28th. at sundown, accompanied by the Nez Perce chiefs, reached Anotine Plante's, on the Spokane River nine miles above the site of the present city of Spokane. Here the Governor found the four government employes and the Indian goods safe. He at once arranged for a council with the local Indians. On Saturday, December 1st., 1855, the American miners at Antoine Plante's organized themselves into a volunteer company by election of officers, with Judge B. F. Yantis in command as Captain, and Governor Stevens immediately issued an order to mount guard in the camp. On Sunday morning Governor Stevens issued a proclamation mustering this volunteer company of miners into the service of the Territory of Washington and the United States under the name of the "Spokane Invincibles," with a strength of fourteen officers and men. The next day four more miners brought down from Colville by Angus McDonald joined the company.

The personnel of Captain Benjamin F. Yantis' Company (Spokane Invincibles) First Regiment Washington Territory Mounted Volunteers, Army of the United States, was as follows:

Benj. F. Yantis, Captain.....farmer
John Crawford, First Lieutenant.....packer
Aaron Webster, Second Lieutenant.....millwright
Amasa S. Miller, Third Lieutenant.....surveyor
Thomas Pettigrew, First Sergeant.....miner
William C. Pratt, Second Sergeant.....engineer
William Scott, Third Sergeant .....farmer
Jonathan S. Jacquewith, Fourth Sergeant.....joiner
Edward S. Ultre, First Corporal.....miller
Samuel K. Renwick, Second Corporal....manufacturer
Jeremiah D. Farnham, Third Corporal....manufacturer
Henry C. Barrett, Fourth Corporal.....manufacturer

Privates:

John Calderwood .....sailor
Simon Geil .....
Barney Pendred .....sailor
Asa Sanshoes .....

On December 4th. privates John Hall, William Lucus, Jacob Swartz, Frederick Weis, and Jacob Wilson, who had come down from the Colville Country with Angus McDonald, joined the company, and on December 17th., privates George Taylor and Laomi Andrews enlisted in the company, at Red Wolf's crossing on the Snake River. This company of twenty-three officers and men mounted on horses and armed with guns furnished by the friendly Spokane Indians, was mustered out at the Dalles, Oregon, January 20, 1856.

On December 3, 1855 the Governor's own party was organized as a volunteer military company and mustered into service as the "Stevens Guards," First Regiment Washington Territory Mounted Volunteers, Army of the United States, with a strength of twenty-six officers and men, as follows:

Christopher P. Higgins, Captain.
Wm. H. Pearson, First Lieutenant.
A. H. Robie, Second Lieutenant.
Sydney S. Ford, Third Lieutenant.
Green McAfferty, First Sergeant.
Charles Hughes, Second Sergeant.
Joseph Lemiere, Third Sergeant.
Frank Jennet, Fourth Sergeant.

Paul C. Eubanks, First Corporal.
Wm. Simpson, Second Corporal.
Antonie Piller, Third Corporal.
John Dunn, Fourth Corporal.

The others of the company were enrolled as privates as follows:

John Canning, Lewis Fouche, Lewis Osaugh, John Lisott, Peter M. L. Fountain, Lawrence Lerongy, Charles Astor, Hazard Stevens, Captain John (Nez Perce), Owen McGarry, Patrick O'Neil, Norby Dupie, Maxy Short.

This company was also mustered out at the Dalles, January 20, 1856.

The first two military orders of Governor Stevens as Commander in Chief of the military forces of the Territory were those mustering in these two companies. The next orders published were: "Order No. 3. The Commander in Chief directs that in moving from this point, the baggage be reduced to two pairs of blankets and ten pounds of personal baggage, and ten days rations each man.

"The spare arms will be turned over to the Captain of the Spokane Invincibles, who will receipt for the same, and make the necessary issue to his command.

"The remaining baggage will be left in the possession of Antonie Plante.

"No animals will be taken along except for service. All animals not hardy and able to make forced marches, will be left behind.

"Dated at Camp in the Spokane near Antonie Plante's, Dec. 2nd., 1855. ISAAC I. STEVENS, Gov. and Commander in Chief."

"Order No. 4.

"James Doty, Esq. is appointed Aid de Camp and Adjutant with rank of Lieut. Colonel and his orders will be respected accordingly.

"W. H. Tappan is appointed Commissary and Quartermaster with rank of Captain.

"Dated at Camp on the Spokane near Antonie Plante's Dec. 2nd. 1855. ISAAC I. STEVENS."

On December 6th. 1855 having concluded a council with the local Indians, who offered to escort him to the Snake River, and procured by purchase and exchange with the Spokane Indians a number of fresh horses and rifles, Governor Stevens and the two companies took up their line of march for the Nez Perce country.

At each camping place a regular guard post was made and proper guards were posted at night. On December 11th., the command reached the Clearwater opposite the Lapwai, and crossed the river losing two horses in crossing. Proceeding seven miles further they came to Craig's place where 208 lodges of Nez Perce Indians, numbering over 2,000 men, women and children and mustering over 800 warriors, were encamped. Here a conference was had with the friendly Nez Perces. Word was also received that the Walla Walla Valley was filled with hostile Indians, and that a party of 100 Oregon Volunteers had been some weeks on the site of the old Agency on the Umatilla and that it was expected that they would soon be reinforced and march against the enemy.

On December 15, 1855 at Craigs in Nez Perce County, Washington Territory, (now Idaho) the Nez Perce Indian volunteers were mustered into service by Governor Stevens:

Spotted Eagle, Joseph—father of Joseph of Nez Perce war fame,—Looking Glass, Lone Bird, Three Chiefs, The Cold Bear, Real Grizzley, Red Crow, Red Eagle, Red Bird, Duck, Seven Days Whipping, Broken Arm, Bear's Claw, Hump Back and others, totaling chiefs, sub-chiefs and head men, sixty-five men. Chiefs and all furnished their own horses, arms and accontrements complete without aid from the Governor. They were also mustered out of service at the Dalles, January 20, 1856.

Captain Sidney S. Ford's Walla Walla mounted militia of the Second Regiment of Washington Territory Volunteers, Army of the United States, was mustered into service January 10, 1856 at the Dalles, Oregon by B. F. Shaw of Vancouver, Colonel commanding Washington Territory militia. This company consisted of twenty-nine officers and men, and included twenty-four early residents of Walla Walla Valley.

Sidney S. Ford, Jr., Captain.
Green McCafferty, First Lieutenant.
L. T. Andrews, Second Lieutenant.
N. Raymond, Third Lieutenant.
William McBean, First Sergeant.
William Scott, Second Sergeant.
Battiste Pierquette, Third Sergeant.
Charles Baker, First Corporal.
Oliver Deisbois, Second Corporal.
Ettienne Burness, Third Corporal.

The following were privates: Thomas Bruncheare, Joseph Barnaby, Edoured Beachimin, Taussaint Morrisette, Joseph Pairee,

At each camping place a regular guard post was made and proper guards were posted at night. On December 11th, the command reached the Clearwater opposite the Lapwai, and crossed the river losing two horses in crossing. Proceeding seven miles further they came to Craig's place where 200 lodges of Nez Perce Indians, numbering over 2,000 men, women and children and mustering over 800 warriors, were encamped. Here a conference was had with the friendly Nez Perces. Word was also received that the Walla Walla Valley was filled with hostile Indians, and that a party of 100 Oregon Volunteers had been some weeks on the site of the old Agency on the Umatilla and that it was expected that they would soon be reinforced and march against the enemy.

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The following were privates: Thomas Brunchaere, Joseph Barnaby, Edouard Beauchimin, Tassaint Morrisette, Joseph Paine,

Frank Chartill, Amable Lafourse, Battiste Ignace, Louis Danney, Joseph La Rogue, Antoine Plapie, Michel Thibault, Louis Tellier, John McBean, Pascal Pacquette, Donald McKay, Martin France and Pierre Mewatit.

These four organizations:

Spokane Invincibles .....Yantis, Captain
Steven's Guards .....Higgins, Captain
Nez Perce Volunteers.....Spotted Eagle, Head Chief
Ford's Walla Walla Mounted Militia.....Ford, Captain

Were thus the first State Military organizations of Eastern Washington.

The officers of the Spokane Invincibles were all civilians and served an average of forty-nine days each, prior to the mustering out of the company at the Dalles and it is a sad commentary on the gratitude of our government for the services of these volunteer Indian fighters, that payment of their claims was not only delayed for years, but through technicalities in the office of the auditor of the War Department, years later, their pay was greatly reduced in amount, the auditor holding that this company was entitled to no commissioned officers and to but one sergeant and one corporal. Captain Yantis' rank and pay on the payroll was therefore calculated at that of a sergeant—twenty dollars a month—and that of his First Lieutenant, John Crawford, calculated at that of a corporal only. The remaining commissioned and non-commissioned officers were all rated as privates, and paid for their services with the privates' pay, receiving each for their forty-nine days service a total of twenty-five dollars and thirty cents. A transcript of this payroll is in the posession of the Eastern Washington State Historical Society at Spokane.

Judge Benjamin Franklin Yantis the Captain of the Spokane Invincibles, was a typical pioneer character. He was born in Kentucky March 19, 1807, where he spent his early life, and moved to Missouri in 1835. There he became Superior Judge for Saline County. In 1852 he left Brownsville, Missouri for Washington (then a part of Oregon Territory), and, after six month's travel by ox team, arrived in Thurston County in October, 1852, with eight children. His wife died on the Snake River plains from black measles. He settled at Bush Prairie, near Olympia.

On the creation of the Territory, Judge Yantis became a member of the first and second territorial legislatures of Washington Territory, and was for two years Territorial Librarian. In 1853, he volunteered to help survey the territorial road across the Cas-

cades. He also for some time carried the mail from Olympia to Cowlitz Landing and acted as Justice of the Peace for Thurston County for many years.

After his participation in the "Colville gold rush," which terminated in his service with the Spokane Invincibles, he carried a set of mill-stones on mule back from Olympia to Selheim Springs on the Little Spokane River, seven miles north of the City of Spokane, where, in conjunction with Chief Garry of the Spokanes and Joseph Dissotelle de Gasper, he set up a small gristmill in 1859, under some arrangement with the Indian Department. Dissentions arrising between the partners he afterwards removed the mill-stones to the Little Pend Oreille River where he set up another mill in connection with Joseph Dissotelle de Gasper. This mill was afterwards known as the Oppenheimer Mill.

On the organization of Idaho Territory he resided for some time at Lewiston, Idaho, and served in the early Idaho territorial Legislature. He thus witnessed the creation, and participated in the organization of both Washington and Idaho Territories out of "Old Oregon."

In politics Judge Yantis was a Whig, then a Democrat. He was a life long Presbyterian, and one of the founders of the first Presbyterian churches to be located west of the Rockies and north of the Columbia River. He died at Olympia in February, 1879, and left several children, one of whom, Mr. John V. Yantis, of Olympia, yet survives. He was the first practicing lawyer in Eastern Washington recording the donation claims of the Colville Valley settlers in 1855.

WILLIAM S. LEWIS

AN OLD QUAKER MAGAZINE

Mrs. Helen Proctor Howard, of Snohomish, has presented to the *Washington Historical Quarterly,* for deposit in the University of Washington Library, a rare and valuable volume, the *Friends' Review,* edited by Enoch Lewis and published in Philadelphia by Josiah Tatum. It is Volume III., of a weekly publication, the fifty-two numbers beginning with "Ninth Month 22, 1849," and ending with "Ninth Month 14, 1850." It is called "A Religious, Literary and Miscellaneous Journal" and shows that the editor garnered from the world events of that great year for the benefit of his Friend or Quaker readers. California and Oregon were frequently discussed. There are many items about Northwestern Indians, the most important of which deals with Indian slavery in what is now the State of Washington. The item, on pages 297-298, is as follows:

"We gave yesterday a brief paragraph from an Oregon correspondent of the New York Tribune, dated Fort Nisqually, stating that the Indian tribes of that territory held slaves. In the same letter we have the folloging statistics of the tribes which hold slaves:

"First. The *Makaw,* or Cape Flattery Indians, are warlike, occupying the country about Cape Flattery and the coast, for some distance to the southward, and eastward to the boundry of the Halam or Noostlalum lands. They number about 1,000 souls. They live by fishing, hunting, and the cultivation of the potato.

"Second. The *Noostlalums* consist of eleven tribes or septs, living about the entrance of Hood's Canal, Dungeness, Port Discovery, and the coast to the westward. They are warlike, and their relations with the white inhabitants of Oregon and with the Hudson's Bay Company are doubtful. They live by fishing, hunting and the cultivation of the potato. Their numbers are: males, 517; females, 461; children under 12 years, 467; slaves 40; total 1485.

"Third. The *Soquamish* are a warlike tribe of Indians, whose relations with the whites and with the Hudson's Bay Company are friendly. They occupy the country about Port Orchard and neighborhood, and the west side of Whidby's Island. Males, 150; females, 95; children under 12 years, 210; slaves, 64. Total, 519. They live by labour.

"Fourth. The *Homanish, Hotlimnamish, Squahsinawmish, Sayhayiscamish, Stitchassamish* are peacable tribes, numbering about 500, who subsist by fishing and labour. They reside in the country

from the Narrows along the western shore of Puget's Sound to New Market.

"*Fifth.* The *Tuanoh* and *Skokomish* tribes reside along the shores of Hood's Canal. They number about 200, are peaceable, and subsist by fishing and labour.

"*Sixth.* The *Squallyamish* and *Pugallipamish* are situated in the country about Nasqually, Pugallipi and Sinuomish rivers. Males, 200; females, 220; children under 12 years, 190; slaves, 40; total, 650. They are peaceable and freindly, and live by labour and fishing.

"*Seventh.* The *Sinakemish* is a peaceable and friendly tribe, subsisting by labour, fishing and hunting. They live on the Sinahemish river, (falling into Possession Sound) and the southern extremity of Whidby's Island. Males, 95; females, 98; children under 12 years, 110; slaves, 30; total, 333.

"*Eighth.* The *Snoqualimich* are a warlike tribe, part of whom are hostile to the whites. They occupy the country along the Snoqualimich river, and the south branch of the Sinahemish river. They subsist by fishing and hunting. Males, 110; females, 140; children under 12 years, 90; slaves, 8; total, 348.

"*Ninth.* The *Skeysehamish* occupy the country along the Skeysehamish river, and the north branch of the Sinahemish. They number about 450; are peaceable and friendly, and subsist by fishing and hunting.

"*Tenth.* The *Skadgets* are a peaceable and friendly tribe, living by farming, fishing and hunting. They reside in the country on both sides of the Skadget river and on the north end of Whidby's Island. Males, 160; females, 160; children under 12 years of age, 180; slaves, 10; total, 510.

"*Eleventh.* The *Nooklummie* live around Bellingham's Bay. They are a warlike people, subsisting by farming, fishing and hunting; and their relations with the white inhabitants of Oregon, and with the Hudson's Bay Company are doubtful. Males, 60; females, 50; children under 12 years, 90; slaves, 22; total, 222.

"*Twelfth.* The *Staktomish* inhabit the country between Nisqually and Cowlitz, and the headwaters of Chehaylis River. Males, 50; females, 56; children under 12 years of age, 80; slaves, 18; total, 204. This tribe is peaceable and friendly, and subsist upon roots and fish."

The writer of that article was evidently an attache of the Hudson's Bay Company or of the Puget Sound Agricultural Company. The date of the publication was "First Month 26, 1850." In addition to the valuable statistics, he gives the peculiar early spellings

of the tribal names and mentions some tribes long since forgotten. Under the eighth heading he calls the Snoqualmies hostile. It is true that Chief Patkanim of that tribe led an attack on Fort Nisqually in 1849. However, the Report of the Adjutant General of the State of Washington for the years 1891 and 1892, Schedule B., pages 173-174, shows that the same Chief Patkanim with eighty of his tribe, then called Snohomish, constituded a company fighting for the white people in the Indian war of 1855-1856.

Among items about California is the following:

"A copy of the Alta Calfornia, dated Nov. 8, 1849, received at this office, contains the new Constitution, which we understand, by private information, was submitted to the people on the 13th of Eleventh month. At San Francisco, out of 1500 votes polled, there were only five against it; and in other districts the votes were equally decisive. Among the most interesting provisions are the exclusion of slavery, the prohibition of acts granting divorces; and the declaration that lotteries shall not be authorized, or lottery tickets sold in the state."

In the issue for "Twelfth Month 22, 1849," pages 219 to 220, there was copied the following article from the *Baltimore American*, under the caption, "The Chinese in California":

"The last accounts from California made mention, among other things, of the immigration of some Chinese into the country. They are said to be industrious, quiet and orderly.

"In due course of time we may expect large accessions to our population on the Pacific coast from China, Hindostan and Japan. And it is curious to consider the affects such infusions may produce upon our national character. On the Atlantic side we present a sort of reflex of Europe. Yet it must follow that our Pacific shore will take a decided hue and aspect from its Asiatic affinities and connections. One language, however; one nationality; the transpired spirit of one race, assimilating and blending the various elements of this cosmopolitan mass of humanity, will constitute an indissoluble unity, we may believe, and furnish the basis of the grandest structure of civilization that the world has ever seen.

"In our progress westward, having reached the Pacific, it is strangely interesting to observe the meeting of the youngest with the oldest of the nations. We, the pioneers of progress, the vanguard of the restless Caucasian family, having circled the earth at last, are now confronting the starting point of civilization. With the ideas and inprovements of yesterday, we are now to meet those representatives of remote antiquity, among whom the human mind

has been kept stationary for unknown centuries, and whose social and political institutions, fixed in the rigid immobility of *castes*, bear at this day the original impress derived from the era of *Confucius*. Not less striking must be the contrast between our ideas of freedom and independence, and the Oriental instincts of passive obediience. We are accostumed to regard a government as a piece of machinery to be made or unmade at pleasure; they behold it only to reverence its august sovereignty.

"But all types of human civilization, all diversities of race, all contrasting characteristics of whatsoever kind, become enhanced by mutual contact and easy friendly intercourse. The passion for gold, operating upon men of all nations, is drawing to California an immense population of the most heterogeneous kind. Yet although it is cupidity which brings the mass together, still cupidity itself must submit to the influences of civilization. The wants of a great society must soon give variety to the modes of industry; and in that community of feeling which belongs to the social and political organization, the Chinese and the Anglo-Saxon may mutually learn from each other, and be both the better for having met under such relations."

The present racial conditions on the Pacific Coast, a half-century after the above was written, constitute a strange commentary on the thoughts there presented.

Students will find in this well stored volume much material to enrich the study of economics, sociology, political science and history.

CHARLES W. SMITH

JUDGE E. P. OLIPHANT

Having procured the passage of an act authorizing each county in Idaho to provide a library for district court chambers, it seemed well to collect pictures of all district judges to be grouped in a frame in the judges' chambers with brief biographical notes of each.

The first judge who held court within the present limits of Idaho was Ethelbert Patterson Oliphant, who, before the creation of Idaho Territory, as Judge of the First Judicial District of the Territory of Washington (which then included Idaho), held a term at Florence, in Idaho County and another at Pierce, in Shoshone County, in 1862. He registered at Lewis House in Lewiston with attorneys Garfielde, Hays and others as he came and left. The hotel register now belongs to the Carnegie Library at Lewiston,

The next court held in Idaho was held at Lewiston in January, 1864, by Samuel C. Parks, who had been appointed on March 10, 1864, as Judge of the Supreme Court of Idaho Territory.

Apparently the only case that went to the Supreme Court of Washington Territory from the present limits of Idaho, before Idaho Territory was created, was Newberg and Abrams against J. D. Farmer (First Washington Territory, 188.) involving $35, going from Idaho County and being decided at Olympia at the December term, 1862, affirming the court below.

It seemed impossible to get trace of a picture, biography, or of any relative of Judge Oliphant though a very thorough inquiry among pioneers, historical societies, historians or early judiciary records.

Hon. Edward Baumeister, of Asotin, remembered that when a boy he saw a bullet just miss the judge's very ample chest extension in a street of Walla Walla. Mr. George H. Himes, of the Oregon Historical Society, had some biographical data, including a statement of friendship between Judge Oliphant and Thadeus Stevens and that Judge Oliphant had delivered a notable address on Stevens in Washington, D. C., at an Army and Navy meeting.

Finally a young woman named Oliphant, at Pullman, Washington, whom I chanced to meet, gave me an item of information, which led by a very circuitous route to M. E. Oliphant, a lawyer, 286 Ninth Street, Milwaukee, Wisconsin. He is a son of Judge Oliphant and in a very generous spirit furnished pictures, a biography and extracts from the journal kept by his father. The son accounts

for the brevity of information about the trip into Shoshone and Idaho Counties in 1862 by the statement that the trip was not recorded in the journal but was in letters to his wife, which, with other supposedly unnecessary files, had been destroyed.

Florence, in Idaho County was in 1863 one of the likely points for Idaho's Capital and the great placer mining activities at Pierce and Florence were in 1862 the leading attraction withiin the then wide limits of Washington Territory. Jonas W. Brown, beloved pioneer only recently deceased, wrote the minutes of the court mission at Florence in a perfect record hand. The volume is in Grangeville, the present county seat. Mr. Brown was elected Chief Clerk of the Council of the Washington Territorial Legislature on December 13, 1862. During that session there were many acts passed for the mining sections. Mr. Brown was interested in such items as would advance Lewiston's chances of becoming the seat of government of the proposed new Territory. These included the granting of authority to build a trail from Lewiston to the Boise mines (January 12), constructing a wagon road along the north side of the Snake River and establishing ferries by John M. Sillcot, Andrew Crowley and Samuel D. Smith (January 13), incorporating the City of Lewiston (January 15), incorporating the Lewiston and Clearwater Boom Company (January 22).

Gilmore Hays was a lawyer and acted as deputy clerk of the court in Shoshone County but the minutes of the 1862 session are not in the clerk's office at Wallace, the present county seat of Shoshone County. They may be among a large mass of official documents which are still in the old court house at Pierce, not having been sent north in 1887 when the county seat was moved to new and better mines. It is likely that the difficulty of transportation at that time caused the documents to be left behind.

One Oliphant was a colonial lawyer in South Carolina, a Middle Templar of the Bar of England, and another wrote an important opinion in public service law in Gibson vs. Silva, Supreme Court of Ceylon, 1848, (Rama Nathan, 105).

This brief biography of Judge E. P. Oliphant and extracts from his journal throw much light on the times and influences operating in the Pacific Northwest during the American Civil War.

The following brief autobiographical sketch is cherished by the Judge's family. It was printed in *The Republican Standard*, of Uniontown, Pa., on May 22, 1882. Two years later the Judge suddenly died as recorded in the concluding "Note."

JAMES E. BABB

Biography

By authority of the family record, Ethelbert Patterson Oliphant was born at Fairfield furnace, Fayette county, Pennsylvania, October 4th, 1803, being the youngest son of John and Sarah Oliphant of time honored memory. About the year 1808, the family moved from Fairfield furnace to "Liberty Hall" farm, about one mile from the former place, and near Fairchance furnace.

The educational training of the writer was under the then organized system of country school houses and teachers such as they often could "catch." The first remembered was at home ("Liberty Hall") in a room fitted up for the purpose.

As years increased, he was sent a few miles from home viz: Woodbridgetown and Grassy Run, afterwards to places nearer the paternal mansion, viz: Tent meeting house, Millers' alias Concord, and Amity school houses. The teachers in my earliest years were Thomas Porter, father of A. G. Porter, present governor of Indiana, Alexander Clear, ———Loughberry, Francis Fraser, ———Rowland, and Joseph Herron. The best were the first, second, third and last named.

A collegiate course was pursued at Jefferson College, Canonsburg, Washington county, Pennsylvania, of which I became an Alumnus in the year 1825. Presidents of the institution during the period, Rev. William McMillan, D. D., and Rev. Matthew Brown, D. D. In November, 1825, commenced the study of law at Uniontown, Fayette county, Penna., with Hon. Nathaniel Ewing as my preceptor, and was admitted to the bar, at that place, March term of court 1828, examiners John M. Austin, Esq., and John Dawson, Esq., of Fayette and Thomas McGiffin, of Washington county, Pa. With these gentlemen I had for years a pleasant and ever harmonious, social and bar intercourse until death closed their well known and useful careers.

In 1829 was appointed prosecuting attorney for Fayette county, under the administration of Governor Wolf, and held that office until elected to the legislature as a representative for Fayette county at the October election of 1830. My successor to the office of prosecuting attorney was Joshua B. Howell, Esq.,

In December 1831, went west, encountered the freeze and flood of that year. Leaving the steamer Magnolia at Bellepry, Ohio, opposite Blennerhasset's Island, traveled by land in a sled to Chillicothe, Ohio, from Chillicothe to Cincinnati in a partially open wagon, and thence to Lawrenceburg Indiana, where lived my first

school teacher and other friends and relatives, and where I took quarters for two months. In the spring of 1832, after the opening of navigation, went to Illinois, and aided in taking the steamer Talisman, Capt. Pollock, up the Sangamon river, the first and last craft of its kind that ever made a similar voyage. The party consisted of Capt. A. Bogue, ——— Bailey ——— Sertees, F. H. Oliphant and the writer. Messrs. Bogue and Baily accompanied the expedition to the destination of the steamer, five miles northwest of Springfield, Ill., at the primitive saw mill of Capt. Bogue.

Shortly after arriving at Springfield it was my province to visit Salem, Ill., to attend to getting up from there a portion of the cargo, which the Captain of the steamer in a pet would and did leave there.

Salem was a small newly commenced village, having a few houses of the log cabin architecture, and a frame grocery. A large crowd of male settlers were gathered there at the time for fun and frolic, and among them was the tall form of Abraham Lincoln, of subsequent historic fame. Although but a little advanced (if any) beyond his majority, he seemed to be the central figure of the crowd, and the superior in all the numerous athletic sports inaugurated on that occasion.

Soon after my location at Springfield, Ill., in the spring of 1832, the Black Hawk War had its origin, and the writer became a member of a company raised at that place, and served therein until mustered out of service by General Whitesides at Ottawa, Ill.

At Rock Island the Illinois Volunteers were mustered into the service of the United States by General Atkinson, U. S. A. At Dixon's Ford, a volunteer battallion under command of Maj. Stillman was permitted to make a reconnaisance "on their own hook" and about thirty miles from the Ford had a skirmish with the Indians, resulting in a disastrous defeat, Capt. Perry and several of his men being killed and schockingly mutilated. The troops under Whitesides made an early start for the battle ground, and arrived the same evening. The next day they buried the dead, and returned to Dixon's Ford, late the same night. From thence after reconnoitering a larger and entirely uninhabited portion of Western Illinois arrived at Ottaway where the few settlers in that region had erected a fort for such protection as it could afford; an entire settlement in that region having been broken up and several of the inhabitants massacred.

The event of mustering the army out of service under this state of affairs, and with the defeat of Stillman fresh in mind, created

great commotion; the gallant Maj. Henry being particularly outspoken and denunciatory of his superior officers.

By order of the Governor, or his assent to accept of volunteers for a period of twenty days, a small regiment was the result, and of which the writer had the honor of being appointed Adjutant by Col. Fry.

Another call for troops by Gov. Reynolds was responded to by three full regiments.

Maj. Henry, a native of Fayette county, Pa., and a relation of a family by the name of Downey, well known to the writer in his boyhood and youth was elected General by what would now be called acclamation. He was a kind friend, and a more brave and honorable man I never knew.

At the time of the Black Hawk war and previous thereto, he was High Sheriff of Sangamon county, Ill., and at an election held during his absence he was re-elected in a Democratic county (although himself an ardent Whig) over his Democratic competitor who was in every respect a worthy man, by over 1,200 majority. He was unmarried and died not many years after the events above narrated.

At the close of the twenty days service, in company with others of my fellow townsmen and mess-mates, I returned to Springfield, Ill. Others, among them Capt. Abraham Lincoln, re-volunteered, and remained in the service until the end of the war.

In the fall succeeding the above narrated events, owing to a severe illness, after a partial convalescence, acting upon the solicitation of relatives and the advice of my physician, Springfield was left with some regrets, and my native land reached (with some risk) in February following, there to inhale the pure breezes from "Laurel Hill," "Pine Knob," "White Rocks" and "Delaney's Cave."

In the following winter, 1833, the writer was appointed clerk in the office of the Secretary of State, at Harrisburg, where he remained, excepting three months service in the Land Department, until 1836.

In 1834 became a member of the Presbyterian church, at Harrisburg—Rev. William W. De Witt, pastor, a worthy man, christian gentleman and an excellent and popular preacher. In all solemnity I regard this the most important event, and fraught with highest interests of a very checkered life.

In 1836 returned to Uniontown, Fayette county, Pa., and resumed the practice of my profession; subsequently becoming a partner in the practice of law with Joshua B. Howell, Esq., under

the well known firm name of Howell & Oliphant, and which continued harmoniously for a period of eleven years.

May 13th, 1840, was married at Hartford, Connecticut, by Rev. Burgess to Miss Elizabeth C. Howe, a native of Massachusetts, but then residing in Hartford.

The children of this marriage have been four sons and three daughters, of whom one daughter and two sons now survive.

In April, 1852, acting on favorable inducements, I located at Beaver, Beaver county, Pa., but returned to Uniontown in October, 1853, leaving behind my two youngest daughters beneath the green sod of the grave. After my return to Uniontown continued the practice of my profession until appointed by President Lincoln, a Justice of the Supreme Court of Washington Territory in July, 1861. After serving four years in the official position named, and with some success, as evidenced by a reappointment, the same was resigned in January, 1866, and a clerkship accepted in the General Land Office of the Interior Department, Washington, D. C.

Politically, after being eligible to vote in October, 1824, (and first done at the house of David Miller, Georges township, Fayette county, Pa.) the writer acted with the Democratic party until 1840. Since the last named date he has acted with, and shared in the successes and defeats, prosperous and adverse fortunes of the Whig and Republican parties.

For nomination of candidates for President and Vice-President of the United States, at the Chicago Convention in 1860, there is a pleasure in recording that the one who pens these lines was the original Lincoln man in Fayette county, Pa., for the nomination for the Presidency.

The votes given for the Presidency have been for Jackson, Van Buren, Harrison, Clay, Taylor, Scott, Fremont, Lincoln, Grant, Hayes and Garfield.

As worthy of mention, though noted out of the order of events, the writer was present at the reception of Gen. La Fayette, at Uniontown, and was assigned by Dr. Hugh Campbell, one of the marshalls, to a share in the matters pertaining to the procession from Brownsville to Uniontown, and witnessed the meeting between La Fayette and Gallatin at the foot of the hill west of the alms house.

NOTE—The subject of the above sketch on Tuesday evening, May 8th, 1884, left his house at Washington, D. C., for prayer meeting, being at the time in unusually good spirits, and seemingly usual health. On the way to church, becoming ill, he took a street car in order if possible to reach his home. Being unable to leave the car

at his usual stopping place, he was carried on, and assisted to a drug store some squares away, but the nearest in reach. There in the hands of strange, but exceeding kind gentlemen, one of whom was a physician, the silver cord was loosened, the golden bowl broken, and at peace with God and his fellow man, the flame of his life flickered and went out, and the spirit of one who was always gentle and considerate passed over the river of death, to enter the great eternity.

The immediate cause of his death was pronounced heart disease, and he passed away with scarce a struggle, conscious almost to the very last, and fully realizing his condition. On the Saturday following his death, his remains were taken to the Assembly's Presbyterian Church (for which he started the evening he was cut down) and after an impressive service by the pastor, Rev. Dr. Little, the body was committed to its last resting place in Glenwood Cemetry.

Extracts from a Journal of Judge Oliphant

On April 15, 1861, he was commissioned, by President Lincoln, an Associate Justice of the Supreme Court of Washington Territory, and on July 15, of that year, he left his home, in Uniontown, Fayette County Pennsylvania, en route that jurisdiction. Stopping in Pittsburg, Pa., he visited Camp Williams and was entertained by the officers, and some of the men, of the "Fayette Guard," Captain J. B. Gardner. In that command he had a nephew, John Oliphant Stewart. Continuing on to Harrisburg, Pa., he visited old friends, many of whom he had not seen since his legislature days, twenty years previous.

The next stop was in Washington, D. C., where he called upon the President, in the White House, to report himself on the way to Washington Territory. On taking leave of the President, the latter extended his most cordial wishes for the prosperity, health and safety of the Judge. Then after stopping in Philadelphia, to transact some necessary business, he found that he had not time to reach New York to sail, as anticipated, on the 22nd of July. This delayed him until the next sailing date, August 1st., and while in New York he received the intelligence of the battle of Bull Run. Of this he wrote as follows:

"What sadness this event has cast upon my feelings and spirits! What a deeper sadness and gloom upon the citizens of New York! Many a stalwart form, that had but recently gone from their midst, had fallen, wounded or dead, amid the strife of a battle. Many women were bereft of husbands, children of fathers, mothers of

sons, sisters of brothers, and thousands of linked ties of friendship broken forever. All this is the damning work of traitors to the government under which they have hitherto thrived and prospered. 'Verily they must get their reward.' "

His delayed sailing gave him opportunity to visit kinfolk of his wife, in New Haven, Conn., at the time of a Yale College commencement, where he heard the annual address, and had the pleasure of lunching at the College Hall with many distinguished men, alumni of Yale and other institutions of learning, he being an alumnus of "Old Jefferson" (now Washington and Jefferson) College, which he terms "the pioneer institution of learning, religion and civilization west of the Allegheny Mountains." In this connection he wrote: "Her sons are scattered all over the world, as statesmen, jurists and heralds of the cross of Jesus." One of them, Rev. Mr. Evans, he found at Olympia, pastor of the Presbyterian church in that place; another, Butler Anderson, Esq., a member of the bar at the same place, and still another, the Rev. Mr. Sloan, of Steilacoom, but who was at Olympia when Judge Oliphant first arrived.

The voyage, from New York to Aspinwall, was begun Thursday August 1, 1861, on the steamer *North Star.* On board he made the acquaintance of Mr. Cushman, of Olympia, recently appointed Receiver of Public Monies. Mr. Cushman had been living in Washington Territory for eleven years previous and is mentioned as having been a most agreeable gentleman from whom much satisfactory information as to the country and its people was obtained.

The arrival at Aspinwall, was about 9 p. m. Friday, August 9. Nothing good is noted of that place, where only about one hour was spent the next morning, while waiting for the train on "that wonderful work of railroad success accomplished by the mind, muscle and money of man." It is to be wondered how the Judge might have viewed the since completed Panama Canal!

The trip of forty seven miles, across the Isthmus of Panama, was made in four hours, and there was immediate transfer, in a small steamboat, to the "magnificant steamer, *Golden Age,* Captain Watkins, then anchored in the bay three or four miles from the town." Mr. Cushman and Senator Nesmith are mentioned as being fellow passengers and the beauty of Panama Bay is extolled.

Sailing about noon of the day, the vessel passed the U. S. S. *Lancaster,* flagship of Commodore Montgomery. The band of the warship played "The Star Spangled Banner" and was cheered by all on board the *Golden Age.* A similar cermonial occurred later, when passing the U. S. S. *Saranac.*

It is stated that: "No hotel in the Atlantic cities can exceed, the profusion and variety of table fare on the *Golden Age.* If ice were only furnished by the ship, he would be a monster of discontent who would dare complain." However ice could be had, and was had, at twenty-five cents a pound and proved very refreshing and indispensable to the inner man, even though it was an expensive luxury.

San Francisco was passed in a fog, and intelligence had from a sailing vessel that the steamer was eleven miles on its way to Oregon. It then went about and landing at destination was had in the forenoon of Saturday, August 24, 1861. A journey of twenty-three days from New York, and considered a good accomplishment in those days.

Especial mention is made of a breakfast at the American House, San Francisco, the menu being fish, venison, elkmeat, beefsteak, broiled ham, buckwheat cakes and coffee.

He left San Francisco, on Tuesday of the next week, aboard the steamer *Cortez,* for Portland, Oregon. Owing to a withdrawal of mails from steamers and their transfer to the overland route, there was no boat service, at the time, between San Francisco and Olympia direct. The speed of the *Cortez* was about seven miles an hour, and the weather was quite cool, especially at night. The passengers numbered about fifty and included Victor Smith, Esq., who had been appointed Collector of the Port, at Port Townsend.

Enroute, the *Cortez,* passed the *Nevada* for San Francisco, she being on a course some miles to the west of the former steamer. In the afternoon of August 29, the *Cortez* passed Tillamook Head and later entered the Columbia River, making a landing at Astoria on the Oregon side, and which was then "a village containing from twenty to twenty-five small, neat dwelling houses, one of them being two stories high. All frame, weatherboarded and painted white, except one, it being red."

The *Cortez* entered the Willamette River in the night of August 30th, and at 4 o'clock the next morning reached Portland, which place, at that time, had a population of approximately 3,000. At 6:30 o'clock, of the same morning the journey was continued, "on the one horse steamer *Cowlitz,*" retracing part of the previous voyage on the Willamette and Columbia Rivers, this being necessary, because of the *Cortez* being of too much draft to venture a landing at Monticello. The *Cowlitz* was a "stern-wheeler having one boiler, one stack, an eating cabin large enough to seat eight persons, and down stream the boat had a speed of possibly twelve miles an hour."

A stop was made at St. Helens, Oregon, then a town of "a dozen tenements and having a handsome church edifice (Methodist) a post-office and a settlement west thereof." Arriving at Monticello, a small place, dinner was had, and further travel was by land, first in a vehicle that "was a thing on wheels called a stage" drawn by six mules, then on horseback for fifteen miles and again by stage, over numerous hills and through fir forests, the roads being rough for part of the way.

The arrival, at Olympia, was at 7 o'clock p. m., September 1, and on the next day began the regular term of the United States Court for the Second District of the Territory. A term of the Court of the Third District having recently terminated, Judge Oliphant decided to remain for a time at Olympia and learn what he could of the manner of transacting business and of the mode of practice there. The predecessor of Judge Oliphant, in the Third District, was the Hon. E. C. Fitzhugh, and the newly appointed Chief Justice Hewitt presided in the Second District.

Ex-Chief Justice McFadden was very desirous of holding the term of court in the Second District, and claimed that there was an understanding between himself and the incoming Chief Justice to that effect. Judge Hewitt admitted that there had been some conversation or intimation relative to a gratification of Judge McFadden's wishes, but that there was no promise nor contract on his part to that end. Judge McFadden rather intimated that he was Chief Justice of the Territory for four years from the 8th day of June, 1858, but that he had no thought or disposition to hold over, though claiming right to do so. To end controversy on the subject, Judge McFadden proposed to submit the question, as to who should preside, to the members of the bar. This was not agreed to on the part of Judge Hewitt, the latter stating that he had no control of the members of the bar and that they might meet, if they saw proper. They did meet, and were nearly unanimous in favor of Judge Hewitt holding court. Judge McFadden yielded with great courtesy and took his seat among "the priests in the temple of jurisprudence." Court was then convened, a grand jury empannelled and "an excellent charge delivered by Judge Hewitt.

"The lawyers did not seem very much disposed to rush business. Apparently not much was done, although a number of cases were disposed of 'on the docket,' which none but the initiated knew anything about."

The second day of the second week of court, Justice Hewitt was indisposed, and pressed Judge Oliphant to serve for him. The

substitute states, that he occupied the bench for three days, "with what ability and acceptance, it does not become him to speak." It is stated that the position was new and trying, but that he gave "the profession and outsiders a fair chance to presume, however violent the presumption, that the Court knew something."

On Tuesday, September 17, 1861, Judge Oliphant left Olympia, on the steamer *Eliza Anderson,* for Port Townsend, where he arrived early the next morning. Port Townsend is described as being "a most unprepossessing place, although its location on the bay, and the view therefrom it truly beautiful." It was a small place, "the eye taking in the whole of it, under the hill, at a glance." Here he found a number of "very clever people," and mention is made of B. Dennison, Esq., and ——— Pettigrove, the latter having his residence out of town. "The town is admittedly a hard case of a place, and if the mind were freely spoken, very few would say that their attachments to Port Townsend were of the strongest and indissoluble kind. Was it strange in me that ecstacy would not break forth upon my entrance and sojourn there."

Later he arranged to room and board at the home of Judge Albert Briggs more than two miles from the town, and in this home he was "most pleasantly situated and kindly treated."

From October 8, 1861, to April 21, 1862, the writer has no data of Judge Oliphant's experiences in Washington Territory. It appears that they were related in letters to his wife, but these letters were destroyed long ago. His intermittently kept journal records a trip from Vancouver to Walla Walla, the latter place being then in the First Judicial District to which he was appointed by the Territorial Legislature. On this trip he was a passenger on the steamer *Julia,* and mentions meeting Mr. R. R. Thompson of the Oregon Transportation Company. Mr. Thompson was originally from Lancaster County, Pennsylvania, but before going to the Pacific Coast, he resided at Cadiz, Ohio.

The Judge was much impressed with the scenery along the Columbia River and notes a portage of more than two miles from the Cascades to take the steamer *Idaho* for further ascent of the river to The Dalles, from where transportation was by stage for fifteen miles to the river again, this portage being over sand hills and requiring about three hours to make. It terminated at Des Chutes, where the steamer *Tenino* was boarded for Walla Walla. It had been only about three years since steamer transportation between these places had been attempted, and his trip was made in the spring,

after the longest and most severe winter previously known in that region.

Aboard the *Tenino* he occupied a stateroom with Judge Strong and Judge Lander. There were approximately three hundred passengers, seventy head of horses and mules and one hundred and seventy tons of freight, exclusive of the passenger baggage. This was at the time of a gold excitement, and though his voyage terminated at Walla Walla, the steamer continued on up the Columbia to the Snake River and then up the latter river to Lewiston, the head of navigation and the anticipated depot of all the mining region, but it was then only what might be called "a very fine paper city." It is noted that he was at Lewiston, August 17, 1862, but no details are given in his journal of that visit.

At Wallula there was only two dwelling houses, the main one being of "unburnt brick," and from there, it was a case of stage, "in a spring wagon, drawn by six horses," for thirty-two miles to Walla Walla, then (April 26, 1862) a new place having from 150 to 200 dwellings and business houses.

Mention is made of a trip to Fort Colville, also known as Pinckney City, and to Peirce City, as well as to Florence, but the description of this trip was made in letters that suffered the same fate as those above noted.

A note occurs of a trip from Vancouver to Olympia, via Portland, in December of 1863, stops being made at Monticello, Drews and Claquato.

The Judge remained in Olympia from December 22, 1863, to February 12, 1864, then returned to Vancouver, via Portland, from where he went to The Dalles and Walla Walla, remaining at the latter place from November 12, 1864, to February 6, 1865. He then went to Seattle, then to Steilacoom, again to Olympia, which latter place he left, on June 12, 1865, for San Francisco via Vancouver, B. C., on his way back to his Pennsylvania home.

In the journal, brief mention is made of a remarkable hail storm at Walla Walla, May 23, 1862, and of a fire at the same place, May 9, 1864, that consumed the court-house.

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J. D. LEECHMAN.

ORIGIN OF WASHINGTON GEOGRAPHIC NAMES

[*Continued from Volume XI., page* 217]

MOUNT ST. PIERRE, named by Lieutenant Robert E. Johnson on June 7, 1841, who called it "a remarkable peak." (United States Exploring Expedition, *Narrative,* Volume IV., page 432.) It is probably Badger Mountain of the present day maps of Douglas County.

MOUNT SAUK, five miles north of Rockport, in the north central part of Skagit County. Like the name of a river in the same vicinity, this name came from that of a tribe of Indians. (Postmaster at Sauk, in *Names MSS.* Letter 49.)

MOUNT SI, about two and one half miles northeast of North Bend, in the central part of King County. In 1862 Josiah Merrit settled near the foot of the mountain which was named for him. (Julia Falkner, *Local History of Fall City.*)

MOUNT SPOKANE, in the northwestern part of Spokane County, and formerly known as Mount Baldy. On August 23, 1912, in the presence of Governor M. E. Hay, Mayor W. J. Hindlay of Spokane and others, Miss Marguerite Motie broke a bottle of spring water on the summit and bestowed the new name. (*Seattle Post-Intelligincer,* August 24, 1912.)

MOUNT STUART, named on September 20, 1853, by Captain George B. Mc Clellan who says: " a handsome snow-peak, smaller than Mount Baker; as it is not to be found on any previous map that I know of, and had no name, I called it Mount Stuart." (*Pacific Railroad Reports,* Volume I., chapter 18, page 196.) The peak is in the southwestern part of Chelan County and has an elavation of 9,470 feet. The Stuart who was honored by having his name given to this beautiful mountain may be identified by McClellan's Diary. On December 4, 1846, he wrote: "Jimmie Stuart came down to take care of me when I first got there, and after doing so with his usual kindness was unfortunately taken with fever and had to stay there anyhow." Later, without entry-date, Mc Clellan wrote: "On the 18th June, 1851, at five in the afternoon died Jimmie Stuart, my best and oldest friend. He was mortally wounded the day before by an arrow, whilst gallantly leading a charge against a party of hostile Indians. He was buried at Camp Stuart, about twenty-five miles south of Rogue River [Oregon] near the road, and not far from the base of the Cision [Siskiyou] mountains.

His grave is between two oaks, on the side of the road, going south, with J. S. cut in the bark of the largest of the oaks." (McClellan's *Mexican War Diary,* page 14 and note.)

MOUNT TACOMA, see Mount Rainier.

MOUNT VAN BUREN, see Mount Olympus.

MOUNT VANCOUVER, see Mount Jefferson, Oregon.

MOUNT VERNON, the county seat of Skagit County, named in March, 1877, by Harrison Clothier and E. C. English in honor of the Virginia home of George Washington. (*History of Skagit and Snohomish Counties,* page 189.) The Virginia estate was named in honor of Admiral Edward Vernon of the British Navy by Lewis Washington who willed it to his brother George Washington. (Henry Gannett, *Origin of Certain Place Names in the United States,* page 217.)

MOUNT WASHINGTON, see Mount Saint Helens.

MOUNT WHITMAN, see Mount Rainier.

MOUNT YOUNG, near Wescott Creek, on San Juan Island, in San Juan County. The name first appears on the British Admiralty Chart 2689, Richards, 1858-1859. The name does not appear on American charts.

MOUNTAIN VIEW, on a hill near Ferndale, in Whatcom County. On account of the splendid view of the mountains and surrounding country, the place was named by Mrs. H. A. Smith who settled there in 1877. (Fred C. Whitney of Ferndale, in *Names MSS.* Letter 156.) The same name was at one time used for Clearlake, Skagit County.

MOUSE RIVER, see Querquelin River.

MOXLIE CREEK, in Thurston County. "January 16,1869,—Died, R. W. Moxlie, a pioneer, for whom Moxlie Creek was named." (Mrs. George E. Blankenship, *Tillicum Tales of Thurston County,* page 388.)

MUCK, a creek, tributary to the Nisqually River in the southwestern part of Pierce County. The creek was named "Douglas River" by the Puget Sound Agricultural Company, whose post at what is now Roy was known as Muck. "Bastien sent off to Muck with two ox plows, and to bring home a load of meat, Montgomery having been instructed to slaughter in the plains some of the large oxen that cannot be driven away from Douglass River." (*Nisqually Journal,* February 2, 1846.)

MUCKLESHOOT INDIAN RESERVATION, near Auburn in King County. C. L. Willis, a pioneer of Seattle, says the word means river junction. (Victor J. Farrar, in *Names MSS.* Letter 551.)

MUD BAY, see Eld Inlet.

MUD BAY SPIT, see Point Cooper.

MUD CREEK, a tributary of Walla Walla River in Walla Walla County. In 1853 it was mapped as "Wild Horse Creek." (*Pacific Railroad Reports,* Volume XII., book I, map.)

MUD FLAT, see Nisqually Flats.

MUD MOUNTAIN, mentioned by Ezra Meeker during a trip through Naches Pass. (*Pioneer Reminiscenes,* page 94.) It is shown on the Surveyor General of Washington Territory's map of 1857. (*United States Public Documents,* serial number 877.)

MUKAMUK PASS, near Conconully in Okanogan County. It is a great place for game, dear, grouse, rabbits, and pheasants. A man can take his gun and get mukamuk (Chinook Jargon for food) in that gulch or pass. (C. H. Lovejoy to Frank Putman, of Tonasket, April 6, 1916, in *Names MSS.* Letter 345.)

MUKILTEO, a town on the shore of Puget Sound in the west central part of Snohomish County. It is an old Indian place name. Gov. Isaac I. Stevens in making the Indian treaty of January 22, 1855, chose "Muckl-te-oh or Point Elliott" as the place. (Charles J. Kappler, *Indian affairs, Laws and Treaties,* Volume II., page 669.) "Date, origin, and original application unknown. I have never met an Indian who could give me the meaning of the word Mukilteo though I have made 21 years of inquiry and lived among them that long." (Charles M. Buchanan, *Aboriginal Names Used at Tulalip,* in *Names MSS.* Letter 155.) The founders of the town were J. D. Fowler and Morris H. Frost partners in a store. Mr. Fowler became postmaster in 1862. The place was known as Point Elliott but Mr. Fowler changed it to Mukilteo, local Indian word for "good camping ground." (History of *Skagit and Snohomish Counties,* pages 369-370.)

MUMMY ROCKS, in Middle channel, off the southwest shore of Lopez Island, in San Juan County. The Wilkes Expedition, 1841, included these rocks in what were charted as Geese Islets.

MURDENS COVE, on the east shore of Bainbridge Island, in Kitsap County. It was named by the Uuited States Coast Survey in 1856. (George Davidson, *Pacific Coast Pilot,* page 609, note.) Locally the name has been changed to Rolling Bay. In that vicinity it is believed that Murden was an early beach dweller. (Lucas A. Rodd, postmaster at Rolling Bay, in *Names MSS.* Letter I.)

MUSCLE RAPID, see Indian Rapids.

MUSQUETI POINT, on the eastern shore of Hood Canal, at the bend, in the central part of Mason County. It was named by the

Wilkes Expedition, 1841. (*Hydrography,* Volume XXIII., Atlas, chart 78.)

MUTINY BAY, on the southwest coast of Whidbey Island, in Island County. It was named by the United States Coast Survey in 1855. (George Davidson, *Pacific Coast Pilot,* page 594, note.)

N

NACHES, an Indian name used for a pass through the Cascade Mountains, for a river, canyon and valley. The spelling has assumed such forms as Nachchese in Theodore Winthrop's *The Canoe and the Saddle,* 1853, (date of journey); as Wachess by J. Patton Anderson in James G. Swan's *Northwest Coast,* 1857; as Nahcheess on James Tilton's Map of Part of Washington Territory, 1859. The form of Naches, in present use, first appeared on Preston's *Map of Oregon and Washington West of the Cascade Mountains,* 1856. The Government benchmark at Naches Pass shows an elavation of 4,988 feet. (J. H. Williams' edition of Winthrop's *The Canoe and the Saddle,* note on page 124.) The Wilkes Expedition, 1841, called the river "Spipen," a tributary of the Yakima River. (Atlas with volume XXIII, *Hydrography,* chart 67.) Pierre C. Pambrun of Fort Walla Walla and Cornelius Rogers are credited with an early exploration of Naches Pass. (*Oregon Spectator,* May 12, 1849, quoted by H. H. Bancroft, *Works,* Volume XXXI., page 63, note 40.) The river was crossed by Captain George B. McClellan on August 20, 1853. (*Pacific Railroad Reports,* Volume I., pages 377-389.) A famous company of pioneers, James Biles, Captain, containing such well known families as Longmire, Himes and Byles crossed Naches Pass in 1853. The meaning of the Indian word Naches has not been ascertained, The pioneers in 1920 were making efforts to retain this name instead of "McClellan Pass" which arose with the construction of a state highway.

NAGROM, a sawmill town in the southeastern part of King County, named by the division superintendent of the Northern Pacific Railroad in honor of Mr. E. G. Morgan, president of the Morgan Lumber Company. The name was derived by spelling Morgan backwards. The town was established about August 25, 1911. (Robert W. Hallam, in *Names MSS.* Letter 449.)

NAHCOTTA, a town on the west shore of Willapa Harbor in the west central part of Pacific County. It was named by John P. Paul in the eighties after an Indian Chief who was camped in front of

Mr. Paul's residence. (Julian Hawthorne, *History of Washington,* Volume II., pages 581-582.)

NAHCULLUM RIVER, see Baker River.

NAI-HAI-UL-IX-ON CREEK, see Scaffold Camp Creek.

NAPAVINE, a town in the west central part of Lewis County, named by James Urquhart on December 17, 1883. The name is derived from the Indian word "Napavoon," meaning small prairie. Mr. Urquhart, a native of Scotland, who came to New York in 1851 and migrated to Oregon in 1852, settled first on Eden Prairie. When his family came by way of Cape Horn, he settled at Napavine in 1855. (*History of the Pacific Northwest: Oregon and Washington,* Volume II., page 611.)

NARMENEET RIVER, see Klickitat River.

NARROWS, see The Narrows.

NASEL, a river flowing into Willapa Harbor in the south central part of Pacific County, and a town by the same name near the mouth of the river. George Gibbs called it "Nasal River." (*Pacific Railroad Reports,* Volume I., page 465.) James G. Swan refers to the Nasal Indians and also says: "Among others who came to settle was an old friend, Col. H. K. Stevens, who, with a friend named Hinckley, had taken a claim on the Nasal River, which he had named the Kenebec." (*Northwest Coast,* page 135.) The Bureau of American Ethnology says that Nisal was a division of the Chinook tribe formerly residing on Nasal River. (*Handbook of American Indians,* Volume II., page 75.)

NATCHESS, see Naches.

NAVARRE COULEE near Winesap, in the southeastern part of Chelan County, running from the Columbia River to within about two miles of Lake Chelan, from which it is separated by a mountain spur. The name is an honor for the pioneer Judge Navarre who was also a civil engineer. (W. J. Taylor, in *Names MSS.* Letter 294.)

NAVARRE PEAKS, west of Methow on the boundary between Chelan and Okanogan Counties. They are called North Navarre and South Navarre. The name is an honor for the pioneer surveyor, Judge Navarre.

NAVY ARCHPELAGO "is a collection of 25 islands having the Straits of Fuca on the south, the Gulf of Georgia on the north, the Canal de Arro on the west, and Ringgold's Channel on the east. They have been named from distinguished officers late of the U. S. Naval service, viz., Rodgers, Chauncey, Hull, Shaw, Decatur, Jones, Blakely, Perry, Sinclair, Lawrence, Gordon, Percival, and others."

(United States Exploring Expedition, *Hydrography*, Volume XXIII., page 306.) That is the effort of the Wilkes Expedition, 1841, to name the islands and the aggregate which is now known as San Juan County. Some of the names have persisted and others have been changed. See such names as Fidalgo, Guemes, Lopez, Orcas and San Juan.

NAVY YARD, PUGET SOUND, on Port Orchard in Kitsap County. "I take pleasure in mailing you copies of orders and letters in relation to the starting of the Navy Yard, Puget Sound. The original name was 'Puget Sound Naval Station,' but some years since Congress changed the name to Navy Yard, Puget Sound because of its increasing importance. 'Bremerton Navy Yard' is a mis-nomer, without official sanction, and should never be used." (A. B. Wyckoff, Lieut. U. S. N. (Ret'd.) in *Washington Historical Quarterly*, July, 1908, page 356.) Lieutenant Wyckoff is the officer who selected the site of the navy yard in 1891.

NEAH BAY, a harbor near the entrance of the Strait of Juan de Fuca in the northeastern part of Clallam County. On August 15, 1788, Captain Charles Duncan, the British trader, indicated a bay at that place on his chart but did not give it a name. In 1790, the Spanish Captains Eliza and Quimper took possession and named the place "Bahia de Nunez Gaona" in honor of Haro y Peralta, a distinguished Spanish prelate, archbishop of Mexico in 1772 and viceroy from May 8 to August 16, 1787. In 1792 the Spanish Lieutenant Salvador Fidalgo was sent there to fortify the place. That work was abandoned the same year. Fragments of Spanish brick are still found in the banks of Neah Creek. Vancouver in that same year, 1792, charted the bay but did not stop there. (Edmond S. Meany, *Vancouver's Discovery of Puget Sound*, page 307, note.) American Traders called it "Poverty Cove" though the same is true of San Juan Harbor on the northern shore of the Strait of Juan de Fuca. The Wilkes Expedition, 1841, made an elaborate map, calling it "Scarborough Harbour" in honor of Captain James Scarborough of the Hudson's Bay Company, who had rendered assistance to the Wilkes party. (J. G. Kohl, in *Pacific Railroad Reports*, Volume XII., Part I., pages 276-277.) The Wilkes chart made the first use of the word Neah but applied it to the islands now known as Waaddah. (United States Exploring Expedition, *Hydrography*, Volume XXIII., Atlas, chart 80.) The present name of the bay was given by Captain Henry Kellett in 1847. He spelled it Neeah Bay. (British Admiralty Chart 1911, Kellett, 1847.) The name comes from that of the Makah Chief Dee-ah. The Clallams, on the east,

having a nasal language, called it Neah. (Rev. Myron Eells, in *American Anthropoligist,* January, 1892.)

NEBRASKA SPRINGS, a group of small springs along the steep rocky shore at the foot of South Hill, San Juan Island, named in honor of Nebraska's representation at the Puget Sound Marine Station. (Walter L. C. Muenscher, in *Puget Sound Marine Station Publications,* Volume I., pages 59-84.)

NECK POINT, a point on San Juan Island north of Goose Island, in Middle Channel. (British Admiralty Chart 2840, Richards, 1858-1860.) The name does not appear on American charts.

NECLIM POINT, on the west shore of Hood Canal opposite Ayres Point. (United States Exploring Expedition, *Hydrography,* Volume XXIII., Atlas, chart 78.) The name is probably of Indian origin and was retained by Captain Kellett. (British Admiralty Chart 1911, Kellett, 1847.) The name was recognized by the United States Coast Survey in 1854. (*United States Public Documents,* Serial Number 784.) On present charts the place is known at Potlatch.

NECOMANCHEE RIVER, a former name of North River in the southeastern part of Grays Harbor County and the northwestern part of Pacific County. "The other names of the Shoalwater Bay Indians were the Ne-coman-chee or Nick-omin, who resided on a river of that name flowing into the north side of the Bay." [Willapa Harbor.] (James G. Swan, *Northwest Coast,* page 211.) The Indian word is said to mean "shadowy water." Henry Gannett. *Origin of Certain Place Names in the United States,* page 225.)

NEDS ROCK, shown at the east entrance to North Bay of Grays Harbor. (United States Exploring Expedition, *Hydrography,* Volume XXIII., Atlas, chart 75.)

NEDWHAULD CREEK, see Latah Creek.

NE-HEI-AT-PITQUA RIVER, see Kettle River.

NEILL POINT, the southeast cape of Vashon Island in the southeastern part of King County. It was named by the Wilkes Expedition, 1841. (United States Exploring Expedition, *Hydrography,* Volume XXIII., Atlas, Chart 78.) The one thus honored was Williiam Neill, a quartermaster in the expedition.

NELLITA, a town on the shore of Hood Canal in the southwestern part of Kitsap County. It was named on July 23, 1900, by Ralph Brueger in honor of his wife Mrs. Nelli Brueger. It covers the land between Hood Point and Bob's Point and was formerly known as Brown's Cove after Arthur Brown who first logged on the bay. (Ralph Brueger, postmaster, in *Names MSS.* Letter 10.)

NELSON, two former settlements bore this name. One was in the central part of Pierce County, named in honor of Nils Nelson, who later operated a dairy on the land. (Clara G. Lindsley, of Spanaway, in *Names MSS.* Letter 254.) The other, in the central part of Douglas County, was named for a town in Nebraska, but the postoffice there was discontinued about 1906. (B. C. Ferguson, in *Names MSS.* Letter 77.)

NEMAH, a town on the site of an old Indian village of the same name at the mouth of a river flowing into Willapa Harbor. The river is also called Nemah or Nemar. There are many spellings of the word, which is an Indian word of unknown meaning. It may have come from one of the tribes of southwestern Washington, which have become extinct. (L. L. Bush to George W. Prior, in *Names MSS. Letter* 184.)

NEQUALLY CREEK, a small tributary of the Columbia River at Memelouse Point, a rocky promontory jutting out into the river. The name was given by Captain Rockwell, who triangulated the Columbia in 1871 to 1876. Prior to that it was known as Abernethy Creek in honor of Alexander S. Abernethy who settled on the adjacent land in 1850. (William Newell, of Oak Point, in *Names MSS.* Letter 205.)

NESPELEM, the name of a tribe of Indians, a river, canyon, bar, rapid and a town on the Colville Indian Reservation in the southeastern part of Okanogan County. There have been many spellings of the word. The Wilkes Expedition, 1841, charted it as "Spillnin." (*Hydrography*, Volume XXIII., Atlas, chart 67.) Edward S. Curtis spells it "Nspilich" and says it refers to "a large, open meadow beside a stream, in particular the meadow just below the village of Nespilim." (*The North American Indian,* Volume VII., page 64.) The first vowel is nearly ignored in the Indian pronounciation and the word literally means, "it, the flat land." (Earl De Camp, postmaster, in *Names MSS.* Letter 367.)

NESQUALLY RIVER, see Nisqually River.

NEUSKAHL CREEK, a small stream entering Grays Harbor from the south, in the southwestern part of Grays Harbor County. In early days there was at the mouth of the creek an Indian village called "Noos-koh." (Bureau of American Ethnology, *Handbook of American Indians,* Volume II., page 81.) The meaning of the Indian word has not been ascertained. (John J. Carney, of Aberdeen, in *Names MSS.* Letter 65.)

NEWAUKUM, a tributary of the Chehalis River in the west central part of Lewis County, a prairie and a town near Chehalis have

the same name. Prior to the American regime, the Puget Sound Agricultural Company had a farmsite there which they called Nawakum. ("Nisqually Journal," October 25, 1849, in *Washington Historical Quarterly,* Volume XI., page 63.) George Gibbs, on March 1, 1854, mentioned the river as "Nawaukum River." (*Pacific Railroad Reports,* Volume I.,page 468.) The present name was charted in 1856. (Preston's *Map of Oregon and Washington West of the Cascade Mountains.*) The Seattle Intelligencer for September 30, 1872, says: "General Tilton, of the Northern Pacific Railroad, has been engaged for a few weeks past in laying off the new railroad town of Newaukum, which in the Indian vernacular means the 'gently flowing waters.' It is located about two miles southeast of Claquato, and one and a half miles from Judge McFadden's farm in Lewis County. The railroad company will without delay erect the many depot buildings and make such other improvements as is usual to railroads of this character." That prophecy was not fulfilled.

NEW CALEDONIA, a Hudson's Bay Company name for part of the present British Columbia, which at times included a part of Washington.

NEWCASTLE, a town in the west central part of King County. "The coal of this section for a few years previous to 1869 had been opened up and mined in a small way at Coal Creek where Coal Creek cutting down through the measures had exposed the coal. The property extended a mile and a half farther west towards Lake Washington and we believed the coal extended that far west, although there was no indication of it on the surface, and, as the coal was hauled by team to the Lake, if the coal could be opened there, a mile and a half would be saved in the haul, quite an item. Therefore, on a Friday in August (I am not sure of the day of the month) 1869, Rev. George F. Whitworth, J. E. Whitworth, myself and two workmen went to work and by digging pits traced the coal measures across the hill to the point where the mine was subsequently opened. The next day we came back and actually uncovered the seam that was first mined at this point. At the noon hour we were discussing coal and the remark was made this would not be carrying coals to New Castle, and then it was suggested we call the mine, and the village that must necessarily grow up around it, New Castle. This was approved subsequently by all interested and New Castle it has been ever since." (F. H. Whitworth, of Seattle, in *Names MSS.* Letter 85.)

NEW CHANNEL, northeast of Spieden Island, in San Juan County. (*British Admiralty Chart* 2689, Richards, 1858-1859.) The name does not appear on American charts.

NEW DUNGENESS BAY, the word "new" is dropped in much of the use made of this name as given by Vancouver in April, 1792. (*Voyage Round the World,* second edition, Volume II., page 55.) He thought it resembled Dungeness in the British Channel. The word comes from dune and "naess," meaning cape. Prior to Vancouver the Clallam Indians called the bay Tses-kut; and the sandpit, Tsi-tsa-kwick. (J. A. Costello, *The Siwash.*) In 1790, the place was explored by the Spaniard, Don Manuel Quimper, who called the sandspit Puerto de Santa Cruz. Later the bay was shown as Bahia de Quimper. ("Eliza's Map, 1791," in *United States Public Documents,* Serial Number 1557, chart K.) Since the time of Vancouver most charts have shown it as New Dungeness Bay. See Dungeness.

NEW GEORGIA, see Washington, State of.

NEWHALL'S POINT, a small point in Friday Harbor, San Juan Island, named in honor of Mr. Newhall. Formerly it was known as "Idlewild," home of Judge E. D. Warbass. (Walter L. C. Muenscher, in *Puget Sound Marine Station Publications,* Volume I, pages 59-84.)

NEW HANOVER, see Washington, State of.

NEW KAMILCHE, see Kamilche.

NEW MARKET, see Olympia and Tumwater.

NEWPORT, county seat, in the southeastern part of Pend Oreille County. A few residents on the bank of the Pend Oreille River portaged their supplies brought from Sandpoint. In 1890, when the first steamboat was placed on the river, a new landing place was selected and Mr. M. C. Kelly suggested the name Newport. (Fred L. Wolf, in *Names MSS.* Letter 368.)

NEWPORT BEACH, a town on Quartermaster Harbor, Vashon Island, King County, named by Dr. A. L. Goff in 1906, after the city on the Atlantic Coast. (Mrs. A. Hunt, of Burton, in *Names MSS.* Letter 84.)

NEWTON, a town in the southwestern part of Grays Harbor County, named by Clarence H. Morgan, the new postmaster there, on September 30, 1906. (Postmaster, in *Names MSS.* Letter 515.)

NEW WHATCOM, see Bellingham.

NEW YORK, see Alki Point.

NEW YORK BAR, in the northern part of Columbia County. "New York Bar, located on Snake River, some distance above Texas

Ferry, was quite an important shipping point in the early days, the grain raised in a large section of the country lying north and east of the Tucannon, including the towns of Pomeroy and Pataha City, being shipped from this point before the advent of the railroads into the country. The Oregon Railroad & Navigation Company had a warehouse there and a regular agent was employed to look after the company's interests. The most important item in the history of this place was the murder of Eli H. Cummins, which resulted in the lynching of one, one legal execution and the death in jail of another of the assassins." (*Illustrated History of Southeastern Washington,* page 378.)

NEZ PERCES, meaning pierced noses, is an Idaho Indian term. A small band of that tribe lived under the late Chief Joseph at Nespelem on the Colville Indian Reservation. For a time Snake River was known as Nez Perces River. ("Journal of John Work," July 21, 1825, in *Washington Historical Quarterly,* Volume V., page 97.) There is a small tributary of the Columbia River, in the southeastern part of Ferry County, named Nez Perce Creek.

NIC-O-MAN-CHIE RIVER, see Necomanchee or North River.

NICULUITA, see Wisham.

NIKEPUN RIVER, see White Salmon River.

NINE PINS. "On approaching Walla Walla the scenery becomes grand; the country is broken into volcanic peaks, forming many fantastic shapes, resembling figures and colossal heads: many of them are seen either insulated or in groups; some of them are known under the name of the Nine-pins." (United States Exploring Expedition, 1841, *Narrative,* Volume IV., page 390.)

NIPPON, see Alpine.

NISQUALLY, an Indian word much used for geographic names. Rev. Myron Eells says it is the word Squally-o-bish, "from the tribe of that name." (*American Anthropoligist,* January, 1892.) The Bureau of American Ethnology gives the spelling as Nisqualli and gives many varieties of other spellings in use such as Askwalli, Qualliamish, and Squalliamish. (*Handbook of American Indians,* Part 2, page 76.) In the medicine Creek treaty made with those Indians by Governor Isaac I. Stevens on December 26, 1854, the name Nisqually is used. The tribe lived at the mouth of a river flowing into Puget Sound and forming part of the present boundary between Pierce and Thurston Counties. The river became known as the Nisqually River; the large delta at the mouth of the river became known as Nisqually Flats; the portion of Puget Sound into which the river flows was charted as NisquallyReach; when the

exploration of Mount Rainier revealed the main source of the river to be in a huge glacier the name of Nisqually Glacier was mapped. One of the earliest geographical uses of the name was for the river in the journal of John Work, Hudson's Bay Company Factor, on November 6, 1824. (*Washington Historical Quarterly*. July, 1912, page 211.) The first home of white men on Puget Sound was the Hudson's Bay Company's Fort Nisqually near the mouth of the river. (See Dupont.) Nisqually Bluff or Nisqually Head, two miles west of the mouth of the river, is shown as Laa Point by the Wilkes Expedition, 1841. (Atlas accompanying Volume XXIII., chart 79.)

NISQUALLY HOUSE, first settlement of white men on Puget Sound, established by the Hudson's Bay Company near the mouth of the Nisqually River in the southwestern part of what is now Pierce County. Early in April, 1833, Chief Factor Archibald McDonald selected the site and left some goods there in charge of Pierre Charles, a French Canadian. He returned with Dr. William Fraser Tolmie and others and the fort or house was regularly established the daily journal or record beginning with May 30, 1833. It was continued as a trading post of the Hudson's Bay Company until the fall of 1841 when it was turned over to the Puget Sound Agricultural Company a subsidiary organization of the Hudson's Bay Company. The United States purchased the rights of the British companies on September 10, 1869, under the treaty of July 1, 1863. (*Treaties*, 1776-1909, Volume I., pages 688-691.) See Dupont.

NISSON, a town in the central part of Grays Harbor County. "We selected the name Nisson in honor of the first man who logged, about 1896, part of thist East Hoquiam Valley." (Emil J. Bloechlingen, in *Names MSS*. Letter 503.)

NISTEPEHTSAM RIVER, see Salmon Creek, a tributary of the Okanogan River.

NOB ISLAND, one of the seven Wasp Islands, San Juan County. (*British Admiralty Chart* 2840. Richards, 1858-1860.)

NOB POINT, see Point Doughty.

NOCKTOSH, see Yakima River.

NODULE POINT, on the southeast shore of Marrowstone Island. in the northeastern part of Jefferson County. The Wilkes Expedition, 1841, named it Ariel Point. (*Hydrography*, Volume XXIII., Atlas, chart 77.) The United States Coast Survey in 1868 declared that it had been named Nodule Point by Vancouver in 1792 on account of peculiar geological formations found in the vicinity. (*United States Public Documents*, Serial Number 1005, page 443.)

NOO-CHAAD-KWUN, see Watmough Head.

NOOK-HAN-NOO, see Green River.

NOOKNOO, see Cedar River.

NOOKSAK, an Indian word used as the name of a river and a town in Whatcom County. The Handbook of American Indians, Part 2, page 81, shows many spellings in use but all are evident efforts to express the same sounds. The same work declares that those Indians were mountain men living in small bands on the river of the same name. Dr. Charles M. Buchanan is quoted as saying that Nook or Nooh means people a .d sa-ak means the edible root of bracken or fern. (J. H. Williams' edition of Winthrop's *The Canoe and the Saddle,* note on Page 280.) In the same region is the town Ferndale whose name may be thought of as a sort of synonym of the Indian name of Nooksak. One of the early appearances of the river's name was on the map by the Surveyer General of Washington Territory for 1857. (*United States Public Documents* serial number 877, Senate Executive Document No. 5.)

NOON, a town in the west central part of Whatcom County. It was named on April 16, 1890, for A. F. Noon. (Hugh Eldridge, of Bellingham, in *Names MSS.* Letter 136.)

NOOSCOPE, see Green River.

NOO-SEH-CHATL, see Woodland Creek.

NOO-SOHK-UM, see Port Madison.

NORDLAND, a town on Marrowstone Island in the northeastern part of Jefferson County. It was named about 1890 for Mr. Peter Nordby who owned the land there at that time. (Postmaster at Nordland, in *Names MSS.* Letter 513.)

NORTH BAY, there are three geographic features bearing this name. One is the northern portion of Grays Harbor, another is a part of Griffin Bay, San Juan Island and the third is on the west shore of Waldron Island. The one in Grays Harbor was charted as "Useless Bay" by the Wilkes Expedition, 1841. (*Hydrography,* Volume XXIII., Atlas, chart 75.)

NORTH BEND, a town in the central part of King County. Its name comes from its location where the South Fork of the Snoqualmie River bends to the north. The town was formerly known Snoqualmie and was platted by W. H. Taylor who settled there in 1872. (H. H. Daigneault, in *Names MSS.* Letter 518.)

NORTH BLUFF, at the north entrance to Holmes Harbor, Whidby Island. It was named by the Wilkes Expedition, 1841. (*Hydrography,* Volume XXIII., Atlas, chart 90.) The honor was for James North, acting master of the United States Ship *Vincennes* of the expedition. For another effort to name a "North Bluff," see Clallam.

NORTH HEAD, at the mouth of the Columbia River, in the southwestern part of Pacific County. Clark of the Lewis and Clark expedition named it Point Lewis "after my particular friend Lewis." (Reuben Gold Thwaites, Editor, *Lewis and Clark Journals*, Volume III., page 236.) In a note the editor says: "This promontory is now known as North Head, where a new and modern lighthouse stands. North of it is Long Beach, a well known summer resort, extending for several miles along the coast."

NORTH PASS, a passage to Deer Harbor between Reef Island and the western extremity of Orcas Island. (*British Admiralty Chart* 2840, Richards, 1858-1860.)

NORTH RIVER, flowing through the southern part of Grays Harbor County and the northwestern corner of Pacific County into Willapa Harbor. The Indian name was Necomanchee. The name North River appeared on James Tilton's Map of a Part of Washington Territory, September 1, 1859. (*United States Public Documents*, Serial Number 1026.) "Before closing I want to invoke support for changing the almost meaningless name North River to the original Indian name 'Nic-o-man-chie,' or 'shadowy waters,' which is a beautifully significant name and peculiarly appropriate as the stream is naturally of a dark tint even since the opening up of the country." (M. J. Luark, of Montesano, in *Names MSS.* Letter 548.)

NORTH YAKIMA, see Yakima.

NORWEGIAN POINT, between Point No Point and Foulweather Bluff in the northern extremity of Kitsap County. The name is shown on the United States Coast & Geodetic Survey Chart 6450. It was first charted by the United States Coast Survey in 1855. (*United States Public Documents* Serial Number 845, chart 44.)

NOSE-TO-ILSE, an Indian name for Chinook Point.

NOVA ALBION, Captain Francis Drake's name for the Pacific Coast including California, Oregon and Washington.

NO-WEHTL-KAI-ILSE, see Point Ellice.

NOW-WOW-EE, see Rock Creek a tributary of the Columbia River.

NUKOLOWAP, see Hazel Point and Oak Head.

NUNEZ GAONA, see Neah Bay.

NUSHIATSKA, see Ocosta.

NUT ISLETS, see Dago Island and Squaw Island. The Wilkes Expedition, 1841, named the two islands at the mouths of Lewis and Lake Rivers, in the western part of Clarke County, Nut Islets. (*Hydrography*, Volume XXIII., Atlas, chart 72.)

NORTH HEAD, at the mouth of the Columbia River, in the south-western part of Pacific County. Clark of the Lewis and Clark expedition named it Point Lewis "after my particular friend Lewis." (Reuben Gold Thwaites, Editor, *Early and Clark Journals*, Volume III., page 236.) In a note the editor says: "This promontory is now known as North Head, where a new and modern lighthouse stands. North of it is Long Beach, a well known summer resort, extending for several miles along the coast."

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NORTH YAKIMA, see Yakima.

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NOSE-TO-TUSH, an Indian name for Chinook Point.

NOVA ARGOS, Captain Francis Drake's name for the Pacific Coast including California, Oregon and Washington.

NO-WEETZ-KAI-U-SE, see Point Ellice.

NOWSUMM-ES, see Rock Creek a tributary of the Columbia River.

NUKOLOWAN, see Hazel Point and Oak Head.

NUSEK (JAMES), see Neah Bay.

NUSITAZESKA, see Oceana.

NUT ISLETS, see Hugo Island and Spieden Island. The Wilkes Expedition, 1841, named the two islands at the mouths of Lewis and Lake Rivers, in the western part of Clarke County, Nut Islets. (Wilkes Hydrography, Volume XXIII., Atlas, chart 22.)

O

OAK BAY, between the south end of Marrowstone Island and the mainland in the northeastern part of Jefferson County. On May 9, 1792, Captain George Vancouver wrote: "While detained by this unfavorable weather, some of the young gentlemen in their excursions found several oak-trees, of which they produced specimens; but stated that they had not seen any exceeding three or four feet in circumference. In consequence of this valuable discovery, the place obtained the name of Oak Cove." (*Voyage Round the World,* second edition, Volume II., pages 80-81.) The Wilkes Expedition, 1841, sought to honor the famous American naval hero, James Lawrence, by calling it "Port Lawrence." (*Narrative,* Volume IV., page 303.) See Guemes Island for a similiar futile effort. Captain Kellett restored the older name as Oak Bay in 1847. (British Admirality Chart in 1911, Kellett, 1847.) That name has continued on subsequent maps.

OAK HARBOR, a town on the eastern shore of Whidbey Island, in Island County. "The second place to be settled in Island County was Oak Harbor—so named on account of the large number of native trees found growing there, a phenomenal and unprecedented thing on Puget Sound." (*The Ebna* of May 31, 1910, in *Names MSS.* Letter 344.)

OAK HEAD, on Hood Canal in the eastern part of Jefferson County. The Indian name was "Nukolowap." The Wilkes Expedition, 1841, sought to retain the Indian name. (*Hydrography,* Volume XXIII., Atlas, chart 78.) Captain Kellett changed it to Oak Head six years later. That name has since persisted. See also Hazel Point.

OAK ISLAND, a small island on the east shore of West Sound, Orcas Island, San Juan County. (*British Admirality Chart* 2689, Richards 1858-1859.) The name does not appear on American charts.

OAK POINT, a town on the Columbia River in the southwestern part of Cowlitz County. On Sunday October 28, 1792, Lieutenant W. R. Broughton, who was exploring the Columbia River in the armed tender *Chatham* for Captain Vancouver wrote in his log: "for the first time in this river some oak-trees were seen, one of which measured thirteen feet in girth; this, therefore, obtained the name of Oak Point. (*Voyage Round the World,* second edition, Volume III., page 100.) Oak Point became a great landmark. It

was mentioned by Alexander Henry, the Younger, on January 9, 1814. (*New Light on the Early History of the Greater Northwest,* edited by Elliott Cones, Volume II., page 793.) This point is on the Oregon side of the Columbia but the Pioneer botanist, David Douglas, who mentioned it frequently, located it on the north bank while describing the oak trees. "Plentiful on the north banks of that stream sixty miles from the ocean, and from that circumstance named by Capt. Vancouver 'Oak Point.' 1792." He gave the tree its botanical name *Quercus Garryana,* saying: "I have great pleasure in dedicating this species to N. Gerry, Esq., Deputy Governor of the Hudson Bay Company, as a sincere though simple token of regard." (*Journal,* 1823-1827, page 49.) Hubert Howe Bancroft says that the Oak Point Mills were built on the north side of the river in the summer of 1850 by a man named Dyer for Abernethy and Clark of Oregon City. (*Works,* Volume XXX., page 4, notes.)

OAKESDALE, a town in the northwestern part of Whitman County, named by the Northern Pacific Land Company in honor of Thomas F. Oakes, Vice President of the Northern Pacific Railroad Company in 1886. (E. J. Tramill, Postmaster at Oakesdale, in *Names MSS.* Letter 179.)

OAKINACKEN, see Okanogan.

OAKLAND, a town on a bay or cove of the same name, at the head of Hammersley Inlet, in the east central part of Mason County. It was once the county seat. (*Pacific Coast Pilot,* page 636.) It was probably named by William T. Morrow, the first settler there in 1852. On the attractive prairie a mile from the shore there were scattered oak trees. (Grant C. Angle, of Shelton, in *Names MSS.* Letter 83.)

O'BRIEN, a town in the west central part of King County. When the railroad was built through the farm of Terrance O'Brien a station was named in honor of his father.

OBSERVATORY POINT, the west cape of Freshwater Bay in the northern part of Clallam County. The early Spanish name was "Punta de Salvi." (Manuel Quimper's Map, 1790, in *United States Public Documents,* Serial number 1557.) It is likely that Captain Henry Kellett used the point as a base for observations in 1847 as the name originated with him. (*British Admirality Chart,* 1911, Kellett, 1847.)

OBSTRUCTION ISLAND, between Blakely and Orcas Island, in San Juan County. It was named by the Wilkes Expedition, 1841. (*Hydrography,* Volume XXIII., page 306; Atlas, chart 77,)

OBSTRUCTION PASS, the two passes on either side of Obstruction Island from Rosario Strait toward Upright Channel are called Obstruction Passes. (United States Coast & Geodetic Chart 6300.)

OCEAN PARK, a town on the ocean shore, in the west central part of Pacific County. Isaac Alonzo Clark, founder of Oysterville, purchased land at the ocean front and enlisted the support of Rev. A. Atwood presiding elder of the Methodist Episcopal Church, to organize there a great camp-meeting and resort. The latter obtained the help of Rev. William R. Osborn, founder of Ocean Grove, on the New Jersey Coast. Their efforts made a success of Ocean Park. (Julian Hawthorne, *History of Washington,* Volume II, page 532.)

OCOSTA, a town near the Pacific Ocean on the south shore of Grays Harbor, in the southwestern part of Grays Harbor County. The Indian name of the place was "Nushiatska." The present name was chosen about 1891 while George E. Filley was Trustee of the land company owning the site. Mrs. Filley and Hon. William H. Calkins of Tacoma in discussing the matter took the Spanish *La costa* meaning "the coast" and prefixed the "O" for the sake of euphony. (C. J. Coglan, of Ocosta in *Names MSS.* Letter 605.)

ODESSA, a town in the southwestern part of Lincoln County. The name was given by the Great Northern Railroad officials about 1892 on account of the Russian settlers then living south of there near Ritzville. (Hy. W. Rieke, Secretary of the Odessa Commercial Club, in *Names MSS.* Letter 445.)

OFFUT, a town and lake in the south central part of Thurston County. Between 1855 and 1860, two brothers, Levi James and Milford Offut took up claims and bought others until they had acquired 1207 acres. E. A. Collins bought the land in 1888. The Chicago, Milwaukee & St. Paul Railway station was established in 1910 and a postoffice in 1913. In naming these one "t" was left off the original name by officials in making the record. The lake has borne the name since 1860. (E. A. Collins, in *Names MSS.* Letter 52.)

OHAHLAT RIVER, see Hoh River.

OHOP, a town, lake and creek, in the south central part of Pierce County. The Surveyor General of Washington Territory in 1857 mapped the creek and lake as "Ow-hap River" and "Ow-hap Lake". (*United States Public Documents,* Serial Number 877.)

OKANOGAN, a river flowing from British Columbia southward to the Columbia River through the central part of Okanogan County. A tribe of Indians bore the same name. The word means "ren-

dezeous" and was applied to the head of the river at Lake Osoyoos where the Indians of British Columbia and Washington often gathered for the annual potlatch and to lay in supplies of fish and game. (Rev. Myron Eells, in *American Authropologist,* January, 1892.) The name has had many spellings such as "Oakinacken" by Alexander Ross; "Ookenaw," by David Thompson and Alexander Henry, the Younger; " Okenaken," by Gabriel Franchere; "Okinakane," in the Pacific Railroad Reports; and other forms, most of which aim at the same sounds. J. K. Duncan, the topographer with the Pacific Railroad survey, calls the main river through and above the lakes, "Sahtlilkwu" and the Similkameen he calls "Millakitekwa." (*Pacific Railroad Reports,* Volume I, chapter 18, page 214.) A town by the name of Okanogan is located on the bank of the river in the central part of Okanogan County.

OKANOGAN COUNTY, organized by act of the Territorial Legislature, February 2, 1888.

OKEHO RIVER, see Hoko River.

OKHO RIVER, see Tocosos River.

OLD COLVILLE, see Colville.

OLD HUNDRED ISLAND, see Castle Island.

OLD MAN HOUSE, Chief Seattle's home on Port Madison Bay. The place is now called Suquamish, the name of his tribe. The Indian name for that place was "Tu-che-cub." (J. A. Costello, *The Siwash.*)

OLALEE, a creek and meadow near the south fork of the Snoqualmie River. The meadow lying at the head of the creek at an elevation of about 3700 feet, abounds with huckleberries. "Olalee" is the Chinook Jargon word for berry. (Trustees of The Mountaineers to the United States Geographical Board, June 15, 1916, in *Names MSS.* Letter 580.) A town in the southeastern part of Kitsap County bears the name Olalla, evidently from the same Indian word.

OLELE POINT, the southern boundary of Oak Bay, in the northeastern part of Jefferson County. It was named by the Wilkes Expedition, 1841, (*Hydrography* Volume XXIII, page 314; Atlas, chart 78.) The United States Coast Survey charted it as "Point Kanawi" in 1854. (*United States Public Documents,* Serial Number 784, chart 51.) The older name has been restored. It was probably derived from the Indian word for berry.

OLEMA, a postoffice in the south central part of Okanogan County, named by Mrs. L. C. Malott in 1897. (E. Holzhauser, in *Names MSS.* Letter 298.)

OLEQUA, a town on Olequa Creek in the northwestern part of Cowlitz County. The railroad station was named in 1871 by General J. W. Sprague, General Superintendent of the Northern Pacific Railroad. (Mrs. E. B. Huntington, of Castle Rock, in *Names MSS.* Letter 158.) It is claimed that the word is a corruption of the Indian word "Cametze," meaning where the salmon come to spawn. Olequa was a place where many Indians gathered to catch salmon on their spawning grounds. (Henry C. Sicade to John L. Harris, in *Names MSS.* Letter 481.)

OLLALA CANYON, near Dryden in Chelan County. It is sometimes referred to as Williams Canyon. It was named for Ollala, an Indian who lived there from early days and until 1894. (A. J. Amos, of Dryden, in *Names MSS.* Letter 301.)

OLNEY CREEK, a tributary of Wallace River, near Startup, in the south central part of Snohomish County. It was named for an old settler. (J. F. Stretch, of Snohomish, in *Names MSS.* Letter 497.)

OLSON CREEK, a small stream flowing into Lake Whatcom, in the west central part of Whatcom County. It was named on December 3, 1885, for Olaf Olson. (Hugh Eldridge, of Bellingham, in *Names MSS* Letter 136.)

OLUMAN CREEK, see Elochomon Slough.

OLYMPIA, capital of the State of Washington, at the head of Budd Inlet, in the northern part of Thurston County, of which it is also the county seat. The Indian name for the place was "Stu-chus-and." (J. A. Costello, *The Siwash.*) A variant of this Indian name was "Stitchas," meaning "bear's place." (Elias J. Payne, in *Names MSS.* Letter 219.) A small band of Indians lived there and were known as "Stehtsasamish." According to George Gibbs the site of the present Olympia was known to the Nisqually Indians as "Steh-chass." (Bureau of American Ethnology, *Handbook of American Indians,* Volume II, page 636.) The first home of white men on Puget Sound was Nisqually House established by the Hudson's Bay Company in 1833. The first permanent American homes on Puget Sound were established by the party under the leadership of Michael Troutman Simmons in 1845. The name chosen for the settlement was "New Market." The name indicates that the Americans believed that they were beginning a rival of the market maintained by the Hudson's Bay and Puget Sound Agricultural Companines at Nisqually House. Ambitions ran high for "New Market." A grist-mill and saw-mill were built to use the power of the falls in the Deschutes River. In 1846, Edmund Sylvester and Levi Lathrop Smith arrived. They were partners and together took up two half-

sections of public land—one near what was later known at Chamber's Prairie and the other at the head of Budd Inlet. These men soon concluded that the latter claim would become the site of an important settlement. One of the first names for the place was "Smithter," a combination of the partner's names. (Mrs. George E. Blankenship, *Tillicum Tales of Thurston County,* page 248.) However, "Smithfield" seems to have been more frequenty used than "Smithter." (*History of the Pacific Northwest*: *Oregon and Washington,* Volume I, 312.) Mr. Smith was educated as a Presbyterian minister. He was a cultured but lonely sort of man afflicted with epilepsy. In the last election under the Privisional Government of Oregon he was elected a member of the Legislature. On going from his claim to "New Market" in his canoe, on his way to the Legislature, he was drowned, supposedly during an attack of his malady. His portion to the claim of "Smithter" or "Smithfield" reverted to his partner, Edmund Sylvester, who continued to cherish great hopes for his claim. Important events were crowded into the three years following Mr. Smith's death. One of the results of the gold rush to California was the purchase there of the brig *Orbit* by Edmund Sylvester, Benjamin F. Shaw, Isaac N. Ebey and S. Jackson, in which to make their way to Puget Sound. In the meantime, Mr. Simmons had sold his interests at "New Market" to Captain Clanrick Crosby for $35,000. He used that money to buy the *Orbit,* which he sent to San Francisco for a cargo of merchandise. At this point arose the name Olympia. Hubert Howe Bancroft quotes Elwood Evans, backed by Mr. Sylvester, that the name Olympia was obtained from the Olympic Range and was suggested by Isaac N. Ebey. (*Works,* Volume XXXI, page 16, note 36.) Later, Elwood Evans gave credit for the suggestion to Charles Hart Smith. (*History of the Pacific Northwest*: *Oregon and Washington,* Volume I., page 312.) Colonel Ebey was a man of reading and refinement. He suggested the Swiss name "Lake Geneva" for Lake Washington, and is most probably the one who suggested Olympia as the name of the new town. One interesting addition to the evidence is the fact that in his pioneer library was a copy of Olympia Fulvia Morata's *Critical Observation on Homer.* ("The Ebey Diary," in the *Washington Historical Quarterly,* Volume VIII., page 127.) Under the new name the town sprang into life. Mr. Simmons obtained a gift of land on which he built the first store. The Nisqually Journal under the date of April 25, 1851, declares, "a port of entry has been established at the City of Olympia."

DOCUMENTS

The Nisqually Journal

[*Continued from Vol. XI, Page 229*]

[July, 1850.]

Monday 1st. Fine. Woolpacking nearly finished. A small gang of Indians engaged for hoeing potatoes. Canadians[280] jobbing. Mr. W. Ross[281] aided by Macphail[282] and others speaning largest Lambs at Tlilthlow.[283] Have learnt that the Albion [284] has put back to Steilacoom, where she arrived on Sunday morning, and that Messrs. Adair and Macarthur the same day started for Newmarket[285] en route for Astoria.

Tuesday 2nd. Fine. Woolpacking finished. Trudelle[286] sent to Newmarket for Flour. An addition to the Indian gang today.

Wednesday 3rd. Showery. Making preparations for washing with antiscab lotion the two lamb-flocks to be sent to Tinalquot.[287] Chalifoux[288] assisted by Jolibois[289] making shelves in store. Trudelle returned from Newmarket with his cargo (Wheat) flour.

Thursday 4th. Fine. All hands except corpenters and potato hoers washing two Lamb flocks, a busy day in the Sale Shop. [Ms. Page 77]

Friday 5th. Cloudy. John McPhail left today for Fort Vancouver taking with him 70 Sheep. Chalifoux & Jolibois at work making Shevles in Sale Shop. Young[290] and Indians Cross Cording wool bales. The Cadboro[291] is reported to be off Kitson's Island.[292]

Saturday 6th. Fine. Young and Indians still at Cross Cording. Chalifoux at Shelves & Jolibois making Yokes for Oxen. Doctor,

280 A term applied to natives of Canada, generally halfbreeds and of French extraction. Here the reference is to the servants Chalifoux, Jollibois and Trudelle.

281 Walter Ross, clerk, and since October 13, 1849, in charge of Tlilthlow, a company station on the plains near Steilacoom.

282 John McPhail, a servant.

283 See *ante*, note 281.

284 The British brig *Albion* had been seized for alleged infractions of the revenue laws and had been brought to Fort Steilacoom preparatory to the condemnation and sale. The gentlemen mentioned are Gen. John Adair, revenue officer and Lieut. W. P. McArthur of the United States Survey schooner *Ewing*.

285 Former name of Tumwater, Thurston County.

286 A servant.

287 A company station and sheep farm on a prairie of the same name in Thurston Co.

288 Baptiste Chalifoux, a servant.

289 A servant.

290 A servant.

291 The Hudson's Bay Company's schooner *Cadboro*, on this station since 1827.

292 The present Ketron Island.

DOCUMENTS

The Nisqually Journal

[Continued from Vol. XI, Page 229]

[July, 1850.]

Tolmie[293] went to Steilacoom this morning and returned accompanied by the Rev[eren]d. Staines[294] of Ft. Victoria who arrived by the "Cadboro" from Victoria and landed at Steilacoom. The "Cadboro" anchored at the landing this Evening and I went and reported her arrival to Glasgoe[295] the Custom House Official here. Captain Sangster arrived at the Fort this Evening; there is 2 runaways arrived here from Victoria, one a Clerk Robinson & the other Cottie in the employment of Capt. Grant.[296]

Sunday 7th. Cloudy & Windy.

Monday 8th. Fine. Trudelle and Indians unloading the "Cadboro." Jolibois at work in large House. Chalifoux finished fitting up Sale Shop. Young at the wool. Charles Ross[297] and Comp[an]y. arrived from the Cowlitz bringing with them a quantity of Sheep Skins.

Tuesday 9th. Fine. I went down with Glasgow this morning to examine the Bales & and found in Bale 50 N1. H pieces of Gartering not mentioned in Manifest or Invoice upon which Mr. Glascow siezed them on the grounds of its being smuggled property. In the afternoon Edwards, Young and Trudelle at work shipping 205 Sheep & 2 Horses Cargo for Ft. Victoria. In the evening Doctor Tolmie, Mr. Staines & Myself[298] (Captain Sangster not coming up to sign the Bills of Lading) went down to the Schooner and signed all papers, so that the Schooner will, if wind well alters, sail tomorrow. [Page 78.]

Wednesday 10th. Fine. Doctor Tolmie started early this morning for the Cowlitz Farm[299] on a visit to Mrs. Roberts[300] who by accounts is dangerously ill. The Schooner sailed this morning at day break with fair wind. I, Young & Indians went down to the Store on the Beach to sow up the Bales &c that Glasgow tore open. Chalifoux & Gohome[301] out squaring timber for new Granary. Hore melting fat for Tallow. Pretty brisk trade in Sale Shop this afternoon.

Thursday 11. Fine. Young & Hore[302] at work with oxen fetching Squared Logs for New Store. Chalifoux, Jolibois and Trudelle

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293 William Fraser Tolmie, chief trader, and superintendent of the Puget's Sound Agricultural Co.

294 Robert J. Staines, chaplain and schoolmaster at Victoria.

295 Thomas W. Glasgow.

296 Capt. W. Colquhoun Grant, proprietor of a crown grant colony on Vancouver Island. See this *Quarterly*, vol. XI, p. 117, note 196.

297 A clerk.

298 That is, Mr. Edward Huggins, who is keeping the journal.

299 See this *Quarterly*, vol. XI, p. 299, note 278.

300 Mrs. Martha Roberts, wife of George B. Roberts. The child mentioned is Frances Roberts who was born on May 10, 1848, and who died on December 19, 1867.

302 A servant

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295 Robert J. Staines, chaplain and missionary at Victoria.

296 Thomas W. Glasgow.

297 Capt. W. Colquhoun Grant, proprietor of a crown grant survey on Vancouver Island. See this Quarterly, vol. XI, p. 117, note 196.

298 A clerk.

299 Thos L. Jr. Edward Huggins, who is keeping the Journal.

300 See this quarterly, vol. XI, p. 290, note 274.

301 Mrs. Martha Roberts, wife of Edwin H. Roberts. This child mentioned in Frances Roberts who was born on May 10, 1842, and who died on December 10, 1902.

302 A servant

Squaring Logs for d[itt]o. Edwards and gang at Potatoes. Captain Cameron[303] called to day & settled his account. Some Soldiers wives from Steilacoom up trading this afternoon.

Friday 12. Fine. This morning Young & Hore busy shipping Cameron's Sheep. Afternoon weighing Bales. Chalifoux, Jolibois & Trudelle Squaring Timber for New Granary. Doctor Tolmie arrived from Cowlitz this morning & Mrs. Roberts still very ill.

Saturday 13. Fine. Doctor & Mrs. Tolmie left this afternoon for the Cowlitz, this Evening Lapoitrie[304] arrived from Cowlitz Farm bringing with him Mrs. Robert's youngest child. Chalifoux making Pack Saddle. Jollibois & Trudelle squaring timber. Young at Bales & Hore Salting Beef &c. [Page 79.]

Sunday 14th. Fine. Went to Steilacoom this Morning to ask Dr. Haden[305] if he would come over and see Mrs. Robert's little Girl who is now with Mrs. Ross.

Monday 15th. Sultry. Received letters this Morning from Dr. Tolmie. Lapoitrie started for the Cowlitz. Serg[ean]t. Hall[306] called to know if the Doctor could lend Capt[ai]n. Hill a few packsaddles Next Month. Chalifoux, Jolibois & Trudelle at New Granery. Hore with Bill and Young at the Bales.

Tuesday 16th. Fine. Jollibois, Chaulivoux and Trudelle at New Granery. Edwards and gang hoeing potatoes, finished weighing and marking Wool Bales this Morning. Afternoon Young cleaning Store. Mr. Ross, Adam[308] & Rabasca[309] called this Morning on their way to drive in Cattle. Lapoitrie returned this Evening with wheat from the Cowlitz.

Wednesday 17th. Fine. Young & Jollibois making bench bastion to receive the wheat from Cowlitz. Chaulifoux & Trudelle at Granary & Lapoitrie and indians fetching in timber for d[itt]o. Edwards and gang at Potatoes.

Thursday 18. Fine. Young & Lapoitrie took a load of wool down to store on beach returned with load of goods. Chalifoux, Jollobois & Trudelle at New granery. Edwards and gang at Potatoes. Hore cutting hides for ropes. [Page 80.]

Friday 19th. Fine. Mr. Eaton[310] called for payment for his Saddles. Could not give him any answer. Chaulifoux, Jollibois & Tru-

303 Capt. Cameron of the brig *Robert Bowen.* See this *Quarterly*, vol. XI, pp. 148, 226, for reference to the arrival of this vessel.

304 A servant.

305 Dr. I. A. Haden, resident physician at Fort Steilacoom.

306 First sergeant James Hall, Co. M., 1st Artillery, U. S. A.

307 Capt. Bennett H. Hill, 1st Artillery, U. S. A., commanding officer at Fort Steilacoom.

308 Adam Beinstein, a servant.

309 Rabasca, a servant formerly at Nisqually.

310 Charles H. Eaton, a settler of 1846 on a prairie east of Olympia.

delle at New Granary. Young, Gohome & Castor Carting bales of wool down to store on beach and bringing up goods from same. A large band of Skeyamish[311] up trading to day.

Saturday 20th. dull with Slight Showers of rain. Trudelle and Jollobois at New Granary. Young & indians carting down bales. Hore and indians cutting hides. Edwards and gang at Potatoes.

Sunday 21st. Windy. Mr. & Mrs. Tolmie arrived this Evening from Cowlitz Farm.

Monday 22nd. Fine. Jollobois, Chaulifoux & Trudelle at New Granary. Charles Ross & gang of Indians commenced this morning pulling such peas as were in a fit state for so doing. The rest of day working with Hore and Young delving in swamp. Edwards commenced to day Mowing grass for to make hay. Sent by Lapoitrie a written notice to Charles Wren[312], that in settling at Muck[313], Douglas river[314] he is trespassing on the lands of the Puget S[oun]d. Agricultural Company. John Montgomery[315] one of the deserters of 1849 arrived at the Indian lodges last night where he found his wife & children. Saw him this m[ornin]g & lernt that the whole party are still alive and have been moderately successful, he having been the most fortunate, his portion on leaving the mines having been $1,400. [Page 81.]

Tuesday 23. Fine. Chaulivoux, Jollibois & Trudelle at New Granary. Charles Ross & Gang hoeing Potatoes. Edwards Mowing grass. Hore Melting fat for tallow. Goods in Shop (piece) reduced to Vancouver Standard. Sent two packsaddles to Capt. Hill.

Wednesday 24th. Fine. Chaulifoux, Jollibois & Trudelle at New Granary. Edwards, Hore & Young Mowing & tossing grass for hay. Charles with gang pulling peas & hoeing Potatoes. Lieut-[enan]ts. Gibson[316] & Dement[317] & Doctor Haden up this afternoon.

Friday 26th. Fine. Chaulifoux, Jollibois & Trudelle at New Granary. Edwards, Hore & Young making Hay. Charles Ross & Gang pulling Peas. Received News to day that Mrs. Roberts of Cowlitz is No better, if anything worse.

Saturday 27th. Fine. Chaulifoux, Jollobois & Trudelle as yesterday. Edwards & Young Making Hay. Charles Ross & Gang pulling Peas & hoeing & weeding Potatoes. Hore in Slaughter House.

Sunday 28th. Clear & Hot. Re[ceived]. News from Cowlitz Farm

311 Skihwamish. A Salish division on a river of the same name and on the upper branches of the Snohomish in Washington.—*Handbook of American Indians.*

312 A former servant.

313 A farmsite and herdsman's station near the present town of Roy, Pierce County.

314 The present Muck Creek.

315 A servant. He returned to the service on December 18, 1850.

316 Lieut. John B. Gibson, 1st Artillery, U. S. A.

317 Lieut. John Dement, 1st Artillery, U. S. A.

saying that Mrs. Roberts is worse and Not expected to live another day out. [Page 82.]

Monday 29th. Fine. Much wind toward night. Jollibois & Trudelle at New Granary. Chaulifoux out looking for two of his children who strayed from home yesterday at midday found them at Steilacoom. Charles Ross & Gang cutting Oats. Edwards, Hore & Gang Carting hay in to Barn. Mr. Ross, Adam & Lapoitrie in to day with Oxen.

Tuesday 30th. Cloudy with rain towards night. Chaulifoux, Jollibois & Trudelle same as yesterday. Charles Ross & Edwards breaking in Oxen. Young with Indian Gang cutting Oats. Hore Melting fat in Slaughter House.

Wednesday 31st. Showery. Chaulifoux, Jollibois & Trudelle as yesterday. Charles Ross, Edwards, Young & Indian gang at Potatoes. Hore at work in Slaughter House. Mr. Roberts arrived this Morning from Cowlitz Farm. Mrs. Roberts expired on Sunday last, was buried on Tuesday last.

[August, 1850.]

Thursday 1st. Chaulifoux, Jollibois & Trudelle at New Granary. Chaulifoux part of day pulling down Old Granary. C. Ross & gang turning Peas & cutting Hay. Edwards & Young making hay. Hore Salting fat. Oxen Made two trips to store on beach bringing up shingles for New Granary, and Flour. Mr. Roberts started this Morning for Cowlitz Farm. Man arrived from Cowlitz with letters by Mail from England Via Panama for Victoria.

Friday 2nd. Fine. Chaulifoux, Jollibois & Trudelle as yesterday. C. Ross & gang cutting wheat & Carting in oats. Edwards, Young and Hore cutting Hay. Oxen at work bringing in Oats & Hay. [Page 83.]

Saturday 3rd. Chaulifoux, Jollibois & Trudelle progressing fast with New Granary. C. Ross & gang bringing in Peas. Edwards cutting hay. Young cleaning out Store. Hore in Slaughter house. Mr. Ross in to day with wild horses.

Sunday 4th. Fine. The wild horses that were drove into the swamp yesterday to day escaped therefrom through the carelessness of the man Hore.

Monday 5th. Fine. Chaulifoux, Jollibois & Trudelle at New Granary. C. Ross & gang pulling Peas. Edwards & Hore making hay. Young & Indians taking down bales of wool to store on beach and returning with flour therefrom. Capt[ai]n. Brotchie[318] arrived to day from Vancouvers Island, brought letter from Ft. Victoria. A

318 Capt. William Brotchie, super cargo of the British ship *Albion*. See note 284.

brisk trade in Sale Shop to day principally from the Americans who met here to day with the intention of Electing certain parties as judge, School Commissioner, &c., but by some means it was proved by Mr. Chambers[319] that in so doing they would be going against the laws of the Country so the meeting was brocken on the head.

Tuesday 6th. Fine. Chaulifoux, Jollibois & Trudelle as yesterday. C. Ross & gang carting hay & cutting oats. Edwards & Hore making hay. Young carting down bales. A party of men here to day on there way to cut a road across the mountain to Walla Walla, the expenses incurred in so doing, paid by a Subscription among the Settlers.[320] Mr. Robertson the deserter from Ft. Victoria was among the working party. [Page 3 of new volume.]

Wednesday 7th. Fine. Chaulifoux jobbing about Fort. C. Ross & gang cutting oats. The remaining hands cutting wheat. A load of wool down to store on beach. A despatch arrived from Victoria this Evening bringing with them News of the death of three men, Sailors, deserters from the Ship Norman Morrison, who were murdered by Indians at the Northward. Must expect the ship Cadboro here shortly.

Thursday 8th. Fine. Chaulifoux mending Scythes. Edwards, Jollibois & Trudelle with C. Ross & indian gang cutting wheat. Hore part of the day with Indians washing a band of Lambs in Tobacco water. Young took one load of wool down to day the rest of the day cutting wheat.

Friday 9th. Sultry. Chaulifoux making cradles for scythes. C. Ross with Edwards, Jollibois and Trudelle & indian gang cutting corn. Hore with indians washed a band of Lambs this Morning the rest of the day in Slaughter House. Young with Oxen & S. Hatal with Horse & cart taking down wool to Store on beach. Sent Letters off to Victoria by Indians.

Saturday 10th. Fine. C. Ross with all hands cutting wheat. (Young & Hore excepted.) Young taking bales to store on beach & Hore Melting fat &c., in Slaughter House. [Page 4.]

Sunday 11th. Fine

Monday 12th. Chaulifoux on leave of absence for two or three

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319 Mr. Thomas Milton Chambers.

320 Few details of the first meeting called for the purpose of constructing an immigrant road across the mountains have come to us. The motive, however, is clear, namely, to divert prospective settlers directly from the Oregon Trail to Sound Country to the disadvantage of Portland and the Willamette. The route selected was the Naches Pass. The first attempt came to naught.

The second made in 1853 made some progress, and while settlers came through in 1853 and 1854 such serious obstacles were encountered that the idea was given up. Even at this date (1920) no wagon road exists over this divide all of which goes to show that that pass which affords the easiest trail may not be most unsuited for a road.

days to get in his harvest. Jollibois & Trudelle making rakes &c. Charles Ross with gang gleaning. Young and Indian taking bales down to store on beach. Hore Melting fat for tallow & cutting hides for cabraces[321] five men sent to Squally River to Cross Sheep.
Tuesday 13th. C. Ross & gang digging Potatoes. Edwards in Garden. Jollibois jobbing about the Fort. Hore in Slaughter House. Young with Indians finishing carting wool to store on beach, had the furs out. Cleaned them & salted them in readiness for packing to morrow.
Wednesday 14th. C. Ross with Chaulifoux, Trudelle & Indian Gang cutting wheat. Young, Jollibois & Boraborao packing furs. Young and Indian took load of Horns down to store on the beach this afternoon.
Thursday 15th. Fine. C. Ross & Gang cutting wheat. Young with Indians taking hornes &c down to store on beach. Hore Melting Tallow.
Friday 16th. Fine. Harvest getting on well under C. Ross. Went down to store on beach & brought up a load of wheat with oxen. Hore at work filling barrels with Tallow. [Page 5.]
Saturday 17th. Fine. All hands at harvest (Hore and Young excepted). Hore in Slaughter House & Young cleaning out Store.
Sunday 18th. Fine.
Monday 19th. Sultry. Chaulifoux & Trudell Making wood walls of press room. Jollibois jobbing about. C. Ross & gang at wheat. Hore preparing hides for sending home. Young & Gohome fetching planks & salt from store on beach. Louis Tibbo a late Companies servant here to day on his way to Victoria, it is reported that "he has" won $800 by gambling at the Columbia.
Tuesday 20th. Smoky. Chaulifoux & Trudelle at New Granary. Jollibois making Stirrups. C. Ross finishing cutting wheat harvest well nigh all in. Edwards at work in Garden. Hore at the hides & Young at work in Store. Messrs. Simmons,[322] Sargent & Fay here this Morning from New Market.
Wednesday 21. Thick & hazy. Doctor Tolmie with Capt[ai]n Brotchie left this Morning in Cap' B's boat for Newmarket. C. Ross with gang Morning cutting grass in garden. Afternoon Shifting Sheep park. Edwards at work in garden. "Hore" at the hides. Young with oxen bringing planks from Store on the beach. Chaulifoux, Trudelle & Gohome at New Granary & Jollibois Mak-

321 Spelled also "Cabrasses" probably a carrying basket.
322 The Nisqually River.
323 Michael T. Simmons, Ashur Sergeant and Capt. Robert C. Fay.

ing Stirrups, five Indians sent out to W. Ross to day, received letters late this evening from Cowlitz Farm. [Page 6.]

Thursday 22nd. Smoky. Chaulifoux, Trudelle & Jollibois as yesterday. C. Ross & gang pulling potatoes. Edwards delving in garden. Hore at the hides & Young fetching planks from beach. Dr. Tolmie arrived from Newmarket this Evening. Mr. Fenton,[324] Cottie[325] & Two French priests[326] (the priests on their way to Newmarket) arrived this afternoon, they reported the Schooner becalmed in the Narrows[327] Mr. [MS. illegible] is in command.

Friday 23rd. Fine. Work same as yesterday excepting C. Ross, who with Indian gang Morning digging potatoes afternoon making good fencing around the garden, Swamp &c.

Saturday 24th. Smoky. Chaulifoux, Jollibois & Trudelle at New granary. C. Ross & gang pulling potatoes (the amount of Potatoes dug up this week is 58 Bushels). Edwards in the garden. Hore & Indians preparing hides & Young at work fetching wood for fire. Lieu[enan]ts. Dement and Gibson here to day.

Sunday 25th. Fine. Received News that the Schooner is becalmed below Steilacoom.

Monday 26th. Fine. Dr. Tolmie with Indians went down this morning to look for the Schooner, found her at Steilacoom, where they took her in tow and brought her up to anchor at Nisqually landing. She has the servants orders on board, will unload tomorrow. Chaulifoux, Jollibois & Trudelle at New granary. C. Ross & gang gathering gum for making good boat on beach. Hore at Hides. Edwards at work in garden & Young fetching fire wood. [Page 7.]

Tuesday 27th. Went down Myself, with Chalifoux, Trudelle, Boraboro & Indians and began unloading Cadboro, had everything out of her by 2 o'clock. Mr. Glasgow, Custom's officer on board looking on. Rest of day Chaulifoux & Men repairing boat which is to take Father Legrand to Newmarket and to return herewith laden with lumber. C. Ross in Store helping pay off the harvest Indians. Edwards in Garden. Hore at the Hides & Young carting Bales up from the beach.

Wednesday 28th. Fine. C. Ross, Chaulifoux & Trudelle loading Cadboro, had everything on board by Midday. Chaulifoux, Trudelle & Indians started this afternoon for Newmarket to get a load of

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324 Robert Fenton, Millwright and blacksmith.

325 See *ante*, entry for July 6, 1850.

326 Identity not ascertained.

327 The narrow body of water between Puget Sound proper and Admiralty Inlet at the present city of Tacoma.

planking. Hore & Edwards at work at the hides. Young fetching goods from the beach.

Thursday 29th. Cadboro left this morning for Victoria, Capt[ai]n Brotchie on board as Passenger. Doctor Tolmie started this morning p[e]r Canoe for Newmarket to procure lumber and C. Ross looking for horses. Hore and Edwards at the Hides & Young fetching goods from store on beach. Serg[ean]t. Hall here to day to make fresh arrangements regarding the Beef sent to them at Steilacoom. Dr. Tolmie not being at home consequently nothing could be done. [Page 8.]

Friday 30th. Fine. John McPhail arrived this Morning from Ft. Vancouver, he will resume his work to morrow as before. Hore, Edwards & Young at the Hides. C. Ross out looking for horses, gave out some of the servants advances to day. Dr. Tolmie returned from Newmarket this Evening.

Saturday 31st. Fine. Chaulifoux, Jollibois & Trudelle at New granary. Hore, Edwards & Young preparing hides for home. Gave out the servants advances to day. C. Ross with the Indians started this Morning in chace of the Cadboro with the remaining property of Capt[ai]n. Henderwell[328] left here by him. C[aptai]n. H[inderwell] wished them to be sent to Ft. Victoria & from there to be forwarded to Ft. Vancouver where he is now stopping. If C[harles] R[oss] does not catch the "Cadboro" he is to preceed onwards to Ft. Victoria.

328 Capt. Richard O. Hinderwell of the British ship *Albion*.

BOOK REVIEWS

The Northwest Fur Trade and The Indians of The Oregon Country, 1788-1830. By WILLIAM STURGIS, edited by S. E. Morison, Ph.D. (Boston: The Old South Association, Old South Meeting-house, 1920. Pp. 20. Five cents.)

Old South Leaflets have earned an abiding reputation for generous and genuine service to the cause of American history. Year after year the leaflets have come, each one containing some rare and precious document with helpful and appropiate notes. Each leaflet is sold for five cents a copy or four dollars for one hundred copies. Later they were gathered into collections, twenty-five separate leaflets bound together, and sold for one dollar and a half a volume. The eight volumes now completed should be in every reference library in America. Three former leaflets related historical events in the Pacific Northwest. These were: Number 131, E. G. Porter's Account of the Discovery of the Columbia River, (1792); Number 44, Jefferson's Life of Meriwethen Lewis, (1813); Number 133, Seward's Address on Alaska, (1869.) At present the series are under the editorial supervision of Samuel Eliot Morison, Ph.D., of the Department of History, Harvard University.

This latest pamphlet is Number 219. The brief introduction explains its contents as follows:

"The Northwest Fur Trade between Boston, the Pacific Coast, and China, was an important stage in American expansion. It led to the discovery of the Columbia River, and to the annexation of two great American states. It enabled American merchants to compete successfully with other nations in the China trade, and inauguarated the friendly relations that have since existed between the United States and China.

"In this Leaflet we reprint parts of two lectures on the Northwest Fur Trade and the Indians of Oregon Country delivered in 1846 by William Sturgis, who had been actively engaged in the Northwest Fur Trade since 1798; and extracts from his journal on his first voyage, written before he was eighteen years old."

William Sturgis was not among the very first of American fur traders on the Pacific Coast but he was among the early ones and he continued in the business as long as the large profits were

possible aside from the Alaska seal exploitions of later years. His experiences add a fund of useful information to that interesting period. The pamphlet is well worth saving in collections of Northwest Americana. Mr. Sturgis was himself an attractive personality in that history. For the benefit of those who may not obtain the Leaflet, the biographical note is here reproduced:

"William Sturgis was an admirable example of the self-made American merchant. Born in 1782 at Barnstable, Massachusetts, the son of a Cape Cod shipmaster, he came to Boston at the age of fourteen, and became a clerk in the office of J. & T. H. Perkins, one of the pioneer firms in the Northwest fur trade. Young Sturgis soon decided to abandon the office stool and seek his fortune at sea. In 1798, after studying navigation for a few months, he shipped as foremast hand on the ship *Eliza,* of 136 tons, bound for the North west Coast and China. The Captain made him his assistant in trading with the Indians. Sturgis picked up their language quickly and won their good-will by fair dealing. While trading along the coast, the *Eliza* fell in with another Boston vessel, the *Ulysses,* whose crew had mutinied and put the Captain in irons. The *Eliza's* officers induced them to release their commander and promise to obey him in future; but the mates refused to return. Captain Lamb of the *Ulysses* then offered young Sturgis the position of first mate. He accepted with some misgivings, being only seventeen years old, but made such a success of it that on returning to Boston the owners made him first mate and supercargo (business officer) of their ship *Caroline.* When the captain of this vessel died at Hawaii, William Sturgis succeeded to the command, at the age of nineteen. Five years after he had left Boston as a common sailor, he returned 'as master of a noble ship, with a valuable cargo on board, the fruit in great measure of his own skill and exertion.'

"After another voyage around the world in the same vessel, Captain Sturgis was given command of a larger Boston ship, the *Atahualpa,* which sailed direct for Canton with 300,000 silver dollars on board. The owner of this vessel was unwilling to arm her, as was customary in those days for all Pacific merchantmen; but luckily Captain Sturgis managed to get four cannon on board. On August 21, 1809, when at anchor off Macao, the *Atahualpa* was attacked by sixteen heavily armed Chinese junks, under the command of a noted pirate. Part of the crew were on shore, but the rest, under the lead of their intrepid Captain, succeeded in beating off the pirates, with heavy loss. Captain Sturgis had sworn off smok-

ing, but when the fight began he lit a cigar and informed the crew that he would toss it in the powder barrel rather than yield the ship to the pirates. A passenger, who was 'yellow as a sunflower' with the jaundice, was completely cured by the excitement of the battle.

"After this voyage was over, Captain Sturgis retired from the sea, and formed the firm of Bryant & Sturgis, which continued the Northwest fur trade until 1829,, when it ceased to be profitable. Bryant & Sturgis then became the leader in the California hide traffic. It was on their vessel that Richard H. Dana sailed 'Two Years before the Mast.' For thirty years off and on, William Sturgis represented Boston in the Massachusetts legislature. On one occasion a learned member of that assembly endeavored to confuse this bluff old sailor by a string of Latin and Greek quotations, to which Mr. Sturgis, who was self-educated beyond the point attained by most college graduates, replied in the Indian language of the Northwest Coast, which he said was quite as much to the point, and 'doubtless as intelligible and convincing to most of those present' as the classical quotations they had just heard. He always took a keen interest in the Oregon question, and published several articles and pamphlets in favor of the American claim. The westward extension of the forty-ninth parallel, as a compromise boundary, was suggested by him in a pamphlet of 1845, which undoubtedly had considerable influence on the result of the negotiations of 1846. Like most retired sea-captains, William Sturgis lived to a good old age, and kept his physical and intellectual vigor to the end. He died on October 21, 1863."

EDMOND S. MEANY

Essays, Verse and Letters. By JOEL M. JOHANSON. (Seattle: The Joel M. Johanson Memorial Committee, University of Washington, 1920. Pp. 204. $3.)

The publishing committee consists of the author's colleagues on the faculty of the University of Washington—Richard F. Scholz, Harvey B. Densmore, Ralph D. Casey and Joseph B. Harrison. The dedication is to the father and mother of Joel M. Johanson.

The author was a product of the west. He was born in Wisconsin on November 30, 1879. The family moving farther west, young Johanson received his schooling in the Bellingham Bay cities. He was graduated from the University of Washington in 1904. He won the contest which gave him the distinction of being the first

Rhodes scholar sent to Oxford from the State of Washington. Since his return he served his Alma Mater until his untimely death from an automobile accident, December 13, 1919.

Few instructors have left so fine a record in the University of Washington as has Mr. Johanson in the inspiration he imparted for the love of truth and the diligence he exemplified in seeking it. Only a few of his writings were published. The rest were left in manuscript for his further revision. The committee has rendered a fine, brotherly service by gathering these into permanent form.

The beautiful simple volume opens with a tender tribute to its author in verse by Professor Joseph B. Harrison.

While the contents of the volume do not relate to history the book itself will surely grace some chapter in the history of education in Washington.

The Miners' Laws of Colorado. By THOMAS M. MARSHALL. (Washington, D. C.: *The American Historical Review,* 1920. Pp. 426 to 439.)

Reprinted in separate form from the April, 1920, issue of the *American Historical Review,* Professor Marshall's scholarly article becomes an item which collectors of Northwest Americanana will prize.

The purpose of the study is well explained in the opening sentences as follows: "To the student of governmental institutions in the United States, government based upon social compact is a familiar conception. As a basis of state-making in the West the idea has received the attention of many historians and needs no elaboration here. But less attention has been given to the social compact as a basis of local government. The object of this paper is to present the salient features of the beginnings of organized governmental units in what is now the state of Colorado."

It was stated that the old mining laws could never be recovered but Professor Marshall has found hundreds of volumes in the vaults of various county clerks. Some of these he has studied in this brief paper showing that the miners, always concerned with such matters as claims and records, frequently found also that it was necessary for them to pass and enforce local laws. In this connection the miners are seen to aim at substantial justice and to avoid the technicalities of lawyers. A Trail Creek District resolution provided that no lawyer, attorney, "counselor, or pettifogger"

be allowed to plead in any case before any judge or jury in the district. On page 438, the author calls attention to restrictions worse even than those in Trail Creek District. He says: "Lower Union District went a step further and provided that if a lawyer practiced in any court in the district he should be punished by not less than twenty nor more than fifty lashes and be banished from the district."

Professor Marshall promises further use of the old miners' laws as follows:

"It is obviously impossible in a short paper to give a complete digest of the numerous codes, or to point out their multitudinous variations, or to discuss the influence of the miners' laws upon the mining law of the state; but the writer hopes that he has given some idea of the nature of the laws of the mining districts, and that he has broken down some of the erroneous impressions created by earlier writers. Those who desire to make a more complete analysis of the codes will soon have an opportunity, for preparations are now under way to publish the texts in the *Historical Collections* of the University of Colorado."

The Glacier Playfields of the Mt. Rainier National Park. By JOSEPH T. HAZARD. (Seattle: The Author, 1920. Pp. 96. $1.)

Mr. Hazard was formerly manager of guides and information at Paradise Valley. In that work he discovered a need on the part of casual visitors for a sort of handbook. In supplying that need he has gone much farther by assembling many beautiful views and preparing an attractive little volume not at all like the ordinary handbook. He has added a chapter on "The Mountains of Washington," which is also well illustrated.

For a number of years Mr. Hazard has been a prominent member of The Mountaineers, the mountain-climbing organization of Washington. He dedicates his book to the president of that club and includes the following paragraph in his preface:

"Grateful acknowledgment is offered to The Mountaineers, and to the many members of The Mountaineers, who have granted the permission to use illustrations from The Mountaineer Magazine. The pictures from which these illustrations are made are the result of weeks and months of exacting work in the mountains of the Pacific Northwest."

OTHER BOOKS RECEIVED

ASLAN, KEVORK. *Armenia and the Armenians From the Earliest Times Until the Great War* (1914). Translated from the French by Pierre Crabites. (New York: The MacMillan Company. 1920. Pp. 138. $1.25.)

BIXBY, GEORGE, S. *Peter Sailly* (1754-1826) *A Pioneer of the Champlain Valley with Extracts from His Dairy and Letters.* (Albany: The University of the State of New York for New York State Library. 1919. Pp. 94.)

COMMITTEE ON IMMIGRATION AND NATURALIZATION, HOUSE OF REPRESENTATIVES. *Percentage Plans for Restriction of Immigration.* (Washington: Government Printing Office. 1919. Pp. 296.)

CONNECTICUT HISTORICAL SOCIETY. *Proceedings.* Volume XVIII. "The Fitch Papers," Volume II. (Hartford: The Society. 1920. Pp. 457.)

MOORE, BLAINE F. *The History of Cumulative Voting and Minority Representation in Illinois,* 1870-1919. (Urbana: University of Illinois, 1919. Pp. 71. 75 cents.)

MORRISON, J. L. *John Morley: A Study in Victorianism.* (Kingston, Canada: Queen's University. 1920. Pp. 16.)

NEW JERSEY HISTORICAL SOCIETY. *Subject-Index to Proceedings,* 1845-1919. (Newark: The Society. 1920. Pp. 71.)

PROVOST MARSHAL GENERAL TO THE SECRETARY OF WAR. *Operations of the Selective Service System To July* 15 1919. (Washington: Government Printing Office. 1920. Pp. 288.)

STOWELL, CHARLES JACOB. *The Journeymen Tailors' Union of America. A study in Trade Union Policy.* (Urbana: University of Illinois. 1918. Pp. 143. $1.00.)

NEWS DEPARTMENT

Herbert Clay Fish

Herbert Clay Fish has accepted an engagement in the Washington State Normal School at Ellensburg. After graduating from the University of Wisconsin, Mr. Fish spent eight years in North Dakota where he was actively engaged in the field of history, in the State Historical Society and as Professor of History in the State Normal School at Minot. In the academic year of 1919-1920 he served as Graduate Assistant in the History Department, University of Washington, receiving the degree of Master of Arts in June, 1920. He is deeply interested in the history of the Northwest.

Pacific Northwest Library Association

The eleventh annual conference of this important organization was held in Portland, Oregon, on September 2-4, 1920. There were seven sessions of up-to-date discussions crowded into those three days. The address of welcome was given by Dr. Jonah B. Wise, Trustee, Library Association of Portland and the response by John Ridington, Librarian, University of British Columbia. The President's Outlook was the title of the Presidential Address by Charles W. Smith, Associate Librarian, University of Washington. Other officers and committees gave reports and the first session closed with three-minute reports as follows:

"The Situation in British Columbia," by Helen G. Stewart, Librarian, Public Library, Victoria, B. C.

"The Outlook in Idaho," by Belle Sweet, Librarian, University of Idaho, Moscow, Idaho.

"What's Doing in Montana," by Lucia Haley, University of Montana Library, Missoula, Montana.

"News from Utah," by Joana Sprague, Librarian, Public Library, Salt Lake City, Utah.

The second session was devoted to brief addresses on "Points of View" and discussions of school libraries. The third session comprised a book review symposium and an address on "The Forming of Public Opinion" by Dr. Richard F. Scholz, Professor of History, University of Washington. The fourth session consisted of

five addresses on library topics and the fifth session was a survey of the Portland library system. County Libraries occupied the sixth session and in the evening there was also a round table section for trustees in charge of T. C. Elliott, Trustee of the Walla Walla Public Library.

The seventh session was for the transaction of the Association business, concluding with the election of the new president. There was a post-conference trip up the Columbia Highway with the Library Association of Portland as hosts.

It is a pleasure to note the activities of this organization. The members are all interested in Northwest Americana and are keen to make the increasing collections ever more useful to the people.

Stillaguamish Valley Pioneers

The Stillaguamish Valley Association of Washington Pioneers of Snohomish County held its ninth annual reunion picnic at Arlington on August 12, 1920. Congressman Hadley, D. Carl Pearson and William Whitfield were among the speakers. Dr. W. F. Oliver is president and D. S. Baker secretary of the society.

Books From the South

Mr. James B. Metcalf, the pioneer lawyer who served as the first and only Attorney General of Washington Territory, has presented the University of Washington, two bulky volumes in full Morocco. They are entitled "Memoirs of Mississippi" and are profusely illustrated. They give much information about men of the South and include an account of the Burr-Blennerhassett episode of Jefferson's day.

Instructor William W. Eddy

In the April issue of the *Quarterly*, announcement was made that Assistant Professor Ralph H. Lutz had been promoted to a much larger field of activity in Stanford University. There, in addition to teaching, he has charge of the fund of $50,000 given by Mr. Herbert C. Hoover for the assembling of documents pertaining to the Great War.

The vacancy left by his departure from the history staff of the University of Washington has been filled by the engagement of Mr.

William W. Eddy, as Instructor in European History. Mr. Eddy graduated from Princeton University in 1911 and received the Master of Arts degree from Harvard University in 1914. Between the dates of the two degrees, he served as instructor in the Syrian Protestant College, Beirut, Syria. On returning to this country he did graduate work at Harvard University and was serving as instructor in Mohegan Lake School when the United States entered the Great War. He served in the United States Army from July 14 to December 21, 1918. During the last academic year he was Instructor in History and Politics in Princeton University.

Living Pioneers of Washington

In the July issue of the *Quarterly*, page 240, a list of biographies was given as published on the editorial page of the *Seattle Post-Intelligencer* during April and May of 1920. The list of that series is here concluded:

July 22, Mrs. Mary Clements, Brinnon.
July 23, Mrs. Samuel Vestal, Snohomish.
July 24, Mrs. Mary H. Peterson, Bothell.

In announcing the close of the long series of articles the *Post-Intelligencer* published the following editorial on July 25, 1920:

"The series of biographies which has appeared on this page from time to time during the last five years has been closed. The purpose of the articles was to give the principal facts and events of individual experience in the early days of the commonwealth; to assemble and publish the data while the pioneers were still living. The success of the undertaking was beyond expectations and the Post-Intelligencer is pleased to know that it has been made the agency for gathering and preserving for posterity a great store of historical information relating to the State of Washington.

"The biographical sketches which have been printed under the heading, 'Living Pioneers of Washington,' were written by Prof. Edmond S. Meany of the University of Washington. To be of value as historical reference it was necessary to gather and report the facts with punctilious care. Prof. Meany has been indefatigable in his research and painstaking in his effort to be accurate in setting down facts. Since October 28, 1915, when the first article in the series appeared, he has supplied 331 sketches, many of which dealt with more than one individual, and some of them mentioned thirty or more pioneers. In this manner respectful greetings were ex-

tended to several thousand of the men and women whose life stories are closely related to the annals of the state.

"A record of the names and of the dates of publication of the biographies has been printed at regular intervals in the Washington Historical Quarterly so that a complete index is preserved for the entire series. In addition to the record which is preserved in the files of the Post-Intelligencer, clippings have been made in several libraries in the Northwest which have been placed in bound volumes. Future historians and genealogists will find these brief sketches of inestimable value.

"In setting down the individual experiences of the pioneers, it has been necessary to be brief. Only the outstanding events in their lives were reported, yet it was Prof. Meany's aim to omit no fact which had a bearing on public affairs. In this manner the record was made ample enough for most purposes. Had such a service been performed for the first settlers of the Atlantic Coast the results would now be priceless. Only the men and women who achieved distinction have left for posterity the stories of their lives; the great mass of pioneers whose lives no doubt were filled with interesting experiences left little or nothing in the way of personal history.

"It was the idea of serving future generations of the Northwest, as well as the thought of a cordial handclasp for the pioneers still living, which inspired and sustained the long series now brought to a conclusion. It has been a pleasure to this newspaper to be instrumental in preserving for future use and entertainment the life stories of many of our sturdy pioneers."

Correction

Dr. S. E. Morison writes that Josiah Marshall's dates were incorrectly given on page 174 of the July issue of the *Quarterly*. He was born in Bellerica, Massachusetts, in 1773 and died in 1841. Dr. Morison adds that he finds no evidence of Josiah Marshall engaging in the Northwest fur trade before 1816.

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INDEX TO VOLUME XI, 1920

Adair, General John, first Collector of Customs at Astoria, 1849 ---------- 218

Adams, Henry. The Degradation of the Democratic Dogma. Review ---------- 68-69

Alaska, Beginning of Mission Work in, by the Presbyterian Church. By William Sylvester Holt---------- 83-93

Alaska, Report of the Governor of, 1919, by Thomas Riggs, Jr. Review ----------150-151

Albion, British brig, seized---------- 294

American Council of Learned Societies---------- 159

Andrews, C. L. Review of Stuck's A Winter Circuit of Our Arctic Coast ----------230-231

An Old Quaker Magazine. By Charles W. Smith---------250-253

Anthropology of Puget Sound Indians, Bibliography of. By J. D. Leechman ----------266-273

Arctic Coast, A Winter Circuit of Our. By Hudson Stuck Reviewed by C. L. Andrews ----------230-231

Astoria, British Side of Restoration of. By Katherine B. Judson. Review ---------- 152

Babb, James E. Biography and Journal of Judge E. P. Oliphant ----------254-265

Bagley, C. B. Death of E. O. S. Scholefield ---------- 35

Beginning of Mission Work in Alaska by the Presbyterian Church. By William Sylvester Holt---------- 89-93

Bibliography of Shipbuilding in the Pacific Northwest. By Helen Durrie Goodwin ----------183-201

Bibliography of the Anthropology of the Puget Sound Indians. By J. D. Leechman ----------266-273

Bonney, William P. Monument to Captain Hembree------178-182

Brady, James H. Memorial Addresses on. Review-------151-152

British brig *Albion* seized---------- 294

Brown, Everett Somerville. The Constitutional History of the Louisiana Purchase. Review----------234-235

Buchanan, Dr. Charles M. Death of----------155-156

Bureau of American Ethnology. Twenty-third Annual Report, Handbook of Aboriginal American Antiquities, Prehistoric Villages, Castles and Towers of Southwestern Colorado. Review ---------- 71-72

Burr, Agnes Rush. Alaska, Our Beautiful Northland of Opportunity. Reviewed by Edmond S. Meany---------- 66-67

INDEX TO VOLUME XI, 1920

Canadian Historical Review. Edited by W. S. Wallace. Review ---------- 150
Captain Vancouver's Grave. By Anne Merrill---------- 94-96
Chambers, Thomas M., a settler of 1847---------- 140
Cheney, W. D. Central Oregon. Review---------- 67
Chinese in California ----------252-253
Coffman, N. B. Washington State Good Roads Association. Review ---------- 151
Colorado, the Miners' Laws of. By Thomas M. Marshall. Reviewed ----------307-308
Cunningham, Charles Henry. The Audiencia in the Spanish Colonies. Review ---------- 72-73
David Thompson's Journeys in Idaho. By T. C. Elliott-- ----------97-103, 163-173
Delaney, Matilda J. Sager. The Whitman Massacre. Review ----------232-233
Dewart, Frederick W. Presents historical documents----238-239
Dexter Horton National Bank. Fifty Years of Progress. Review ---------- 234
Doty, James, Secretary of the Indian Treaty Commission, journal of, presented by William S. Lewis---------- 75-76
Eastern National Forests, Progress of the Purchase of. Review ----------152-153
Eastern Washington Territory, First Militia Companies in. By William S. Lewis----------243-249
Eddy, William W., joins staff in the University of Washington ----------310-311
Elliott, T. C. David Thompson's Journeys in Idaho_97-103, 163-173
Farrar, Victor J. Pioneer and Historical Societies of the State of Washington ---------- 37-43
Farrar, Victor J. The Reopening of the Russian American Convention of 1824---------- 83-88
Farrar, Victor J. Editor, The Nisqually Journal, 1849---- ----------59-65, 136-149, 218-229, 294-302
Fish, Herbert Clay, joins faculty of the State Normal School at Ellensburg ---------- 309
Flags, historical ----------156-157
Fletcher, C. Brundson. The Problem of the Pacific. Review 68
Fur Trade of the Northwest and Indians of the Oregon Country. By William Sturgis. Edited by S. E. Morison. Reviewed by Edmond S. Meany----------303-305
Gibbs, George. Beginning of Militia in Washington------- 202
Glacier Playfields of the Mt. Rainier National Park. By Joseph T. Hazard. Review---------- 307
Glasgow, Thomas, a settler of 1847---------- 220

Goodwin, Helen Durrie. Shipbuilding in the Pacific Northwest ---------- 183-201
Grimes, Captain Eliah. Letters on the Northwest Fur Trade. Edited by Samuel Eliot Morison ---------- 174-177
Hancock, Samuel, a settler of 1847 ---------- 146
Hanford, Judge C. H. Presents historical relic ---------- 240
Hazard, Joseph T. Glacier Playfields of the Mt. Rainier National Park ---------- 307
Heath, I. T., Death of ---------- 143
Hembree, Captain A. J., Monument to. By William P. Bonney ---------- 178-182
Henderson, Sarah Fisher. Editor, Correspondence of the Reverend Ezra Fisher. Review ---------- 69-70
Heron, Francis, Fur Trader: Other Herons. By William S. Lewis ---------- 29
Historical and Pioneer Societies of the State of Washington By Victor J. Farrar ---------- 37-43
Holt, William Sylvester. Beginning of Mission Work in Alaska by the Presbyterian Church ---------- 89-93
Hope, Voyage of, 1790-1792. By F. W. Howay ---------- 3
Howard, Mrs. Helen Proctor. Gift of an old Quaker magazine to the University of Washington Library ---------- 250
Howay, F. W. The Overland Journey of the Argonauts. Review ---------- 233
Howay, F. W. Voyage of the Hope, 1790-1792 ---------- 3
Huggins, Edward, last in charge at Fort Nisqually ---------- 149
Hunt, Garrett Bratt. His "The Last Indian Wars in Eastern Washington and Northern Idaho" presented by Frederick W. Dewart ---------- 238-239
Hurje, Emil Edward. Presentation of letter by George Gibbs on Beginning of Militia in Washington ---------- 202
Idaho, David Thompson's Journeys in. By T. C. Elliott ---------- 97-103, 163-173
Idaho, first courts in ---------- 254-265
Indian mixture of white names ---------- 226
Indians of Puget Sound, Bibliography of the Anthropology of. By J. D. Leechman ---------- 266-273
Indians of the Oregon Country and Fur Trade of the Northwest. By William Sturgis. Edited by S. E. Morrison. Reviewed by Edmond S. Meany ---------- 303-305
Johanson, Joel M. Essays, Verse and Letters. Reviewed ---------- 305-306
Judson, Katherine B. The British Side of the Restoration of Fort Astoria. Review ---------- 152
Learned Societies, American Council of ---------- 159

Leechman, J. D. Bibliography of the Anthropology of the Puget Sound Indians ---------- 266-273
Lewis, William S. First Militia Companies in Eastern Washington Territory ---------- 243-249
Lewis, William S. Francis Heron, Fur Trader: Other Herons ---------- 29
Lewis, William S. Presentation of the James Doty journal 75-76
Lewis, William S. and Meyers, Jacob A. Editors, John Work's Journal of a Trip from Fort Colville to Fort Vancouver and Return, 1828 ---------- 104-114
Lutz, Professor Ralph H. Promotion of ---------- 156
Lyman, Professor W. D. Death of ---------- 237
McAllister, James, a settler of 1845 ---------- 142
McElroy, Harry B. Presentation of historical manuscripts ---------- 77-79
Marshall, Thomas M. Miners' Laws of Colorado. Reviewed ---------- 307-308
Massachusetts, first American steam vessel to enter the Columbia River ---------- 222
Meany, Edmond S. Review of Burr's Alaska, Our Beautiful Northland of Opportunity ---------- 66-67
Meany, Edmond S. Review of Sturgis' Fur Trade of the Northwest and Indians of the Oregon Country. Edited by S. E. Morison ---------- 303-305
Meany, Edmond S. Washington Geographical Names ---------- 44-58, 115-135, 203-217, 274-293
Merrill, Anne. Captain Vancouver's Grave ---------- 94-96
Metcalfe, James B. Presents "Memoirs of Mississippi" ---------- 310
Meyers, Jacob A. and Lewis, William S. Editors, John Work's Journal of a Trip from Fort Colville to Fort Vancouver and Return, 1828 ---------- 104-114
Militia, First Companies in Eeastern Washington Territory. By William S. Lewis ---------- 243-249
Miners' Laws of Colorado. By Thomas M. Marshall. Reviewed ---------- 307-308
Monument to Captain A. J. Hembree. By William P. Bonney ---------- 178-182
Morison, S. E. Editor of Fur Trade of the Northwest and Indians of the Oregon Country. By William Sturgis. Reviewed by Edmond S. Meany ---------- 303-305
Morison, Samuel Eliot. Editor. Letters on the Northwest Fur Trade by Captain Eliah Grimes ---------- 174-177
Naches Pass, early travel through ---------- 299
Nisqually Journal. Edited by Victor J. Farrar ---------- 59-65, 136-149, 218-229, 294-302
Northwest Fur Trade, Letters on. By Captain Eliah Grimes Edited by Samuel Eliot Morison ---------- 174-177

Oliphant, Judge E. P. Biography of. By James E. Babb--254-265
Oregon Pioneer Association. Transactions of the Forty-fourth Annual Reunion. Review---------- 70-71
Pacific Northwest Library Association. Ninth Annual Conference. Review ---------- 70
Pacific Northwest Library Association, Eleventh Annual Conference ----------309-310
Pacific Northwest, Shipbuilding in. By Helen Durrie Goodwin ----------183-201
Pelly, Bernard. Presents historical document---------- 239
Peterkin, Dr. G. S. Presents an old Denny map---------- 239
Pioneer and Historical Societies of the State of Washington. By Victor J. Farrar---------- 37-43
Pioneers of Washington, biographies of, listed----------
----------80, 159-160, 240, 311-312
Priestly, Herbert Ingram. The Log of the Princessa. Review ----------233-234
Puget Sound Indians, Bibliography of the Anthropology of. By J. D. Leechman ----------266-273
Puget Sound Indians, Slavery Among----------250-253
Quaker Magazine, An Old. By Charles W. Smith--------250-253
Redfield, Mrs. Edith Sanderson. Presents historical document ---------- 238
Redfield, William N. Presents historical document------- 240
Reopening of the Russian-American Convention of 1824. By Victor J. Farrar---------- 83-88
Riggs, Thomas, Jr. Report of the Governor of Alaska, 1919. Review ----------150-151
Roberts, Mrs. George B., death of---------- 295
Russian-American Convention of 1824, The Reopening of. By Victor J. Farrar---------- 83-88
Scholefield, E. O. S. Death of. By C. B. Bagley---------- 35
Shipbuilding in the Pacific Northwest. By Helen Durrie Goodwin ----------183-201
Skinner, Constance L. Adventures of Oregon, A Chronicle of the Fur Trade. Review----------231-232
Slaves Held by Puget Sound Indians----------250-253
Smith, Charles W. An Old Quaker Magazine----------250-253
Smith, Harry. Presents historical relic----------239-240
"Spokane Invincibles" and other early Militia Companies in Eastern Washington Territory----------243-249
Stevens, Governor Isaac I. Organizes first Militia Companies in Eastern Washington Territory----------243-249
Stillaguamish Valley Pioneers, ninth annual reunion of---- 310

Stuck, Hudson. A Winter Circuit of Our Arctic Coast. Reviewed by C. L. Andrews ---- 230-231
Sturgis, William. Fur Trade of the Northwest and Indians of the Oregon Country. Edited by S. E. Morison. Reviewed by Edmond S. Meany ---- 303-305
Turner, Major Junius Thomas, a survivor of old days ---- 237-238
Upham, Warren. Minnesota Geographic Names. Review ---- 235
Vancouver's Grave. By Anne Merrill ---- 94-96
Vancouver Island, first settlement on under the Crown Grant ---- 147
Vancouver-Quadra Monument repaired ---- 158
Wallace, W. S. Editor. The Canadian Historical Review. Review ---- 150
Washington, Beginning of Militia in. By George Gibbs ---- 202
Washington Geographic Names. By Edmond S. Meany ---- 44-58, 115-135, 203-217, 274-293
Washington Grange. Proceedings of the Thirty-first Annual Session. Review ---- 73
Washington, Living Pioneers of ---- 80, 159-160, 240, 311-312
Washington, Pioneer and Historical Societies of the State of. By Victor J. Farrar ---- 37-43
Washington State Good Roads Association. By N. B. Coffman. Review ---- 151
Washington State Historical Society. Placing monument to Captain Hembree ---- 178
Waterman, T. T. The Whaling Equipment of the Makah Indians. Review ---- 235
Winans, W. P. His "Historical Notes on Stevens County" presented by Frederick W. Dewart ---- 238
Work, John. Journal of a Trip from Forth Colville to Fort Vancouver and Return, 1828. Edited by William S. Lewis and Jacob A. Meyers ---- 104-114
Wrong, George M., Langton, H. H., Wallace, W. Stewart. Editors, Review of Historical Publications Relating to Canada ---- 73-74
Yard, Robert Sterling. Zion National Park. Review ---- 153-154
Zion National Park. By Robert Sterling Yard. Review ---- 153-154

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Contents

F. W. HOWAY ..... The Voyage of the Hope: 1790-1792 3
WILLIAM S. LEWIS ..... Francis Heron, Fur Trader: Other Herons 29
C. B. BAGLEY ..... Death of E. O. S. Scholefield 35
VICTOR J. FARRAR ..... Pioneer and Historical Societies of Washington 37
EDMOND S. MEANY ..... Origin of Washington Geographic Names. 44
DOCUMENTS—The Nisqually Journal, Edited by Victor J. Farrar 59
BOOK REVIEWS 66
NEWS DEPARTMENT 75

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Contents

VICTOR J. FARRAR.....The Reopening of the Russian-American Convention of 1824.. 83
WILLIAM SYLVESTER HOLT, D. D..Beginning of Mission Work in Alaska by the Presbyterian Church 83
ANNE MERRILL.....Captain Vancouver's Grave..... 94
T. C. ELLIOTT.....David Thompson's Journeys in Idaho 97
WILLIAM S. LEWIS and JACOB A. MEYERS.....John Work's Journal of a Trip from Fort Colville to Fort Vancouver and Return in 1828.. 104
EDMOND S. MEANY.....Origin of Washington Geographic Names..... 115
DOCUMENTS—The Nisqually Journal, Edited by Victor J. Farrar..... 136
BOOK REVIEWS 150
NEWS DEPARTMENT 155

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Two Dollars per Year

Contents

T. C. ELLIOTT.....David Thompson's Journeys in Idaho 163
SAMUEL ELIOT MORISON.....Letters on the Northwest Fur Trade 174
WILLIAM P. BONNEY.....Monument to Captain Hembee.... 178
HELEN DURRIE GOODWIN.....Shipbuilding in the Pacific Northwest 183
GEORGE GIBBS.....Beginning of Militia in Washington 202
EDMOND S. MEANY.....Origin of Washington Geographic Names 203
DOCUMENTS—The Nisqually Journal, Edited by Victor J. Farrar..... 218
BOOK REVIEWS 230
NEWS DEPARTMENT 237

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STATE HISTORICAL SOCIETY
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VOL. XI. NO. 4 OCTOBER, 1920

ISSUED QUARTERLY

Two Dollars per Year

Contents

WILLIAM S. LEWIS.....The First Militia Companies in Eastern Washington Territory..... 243
CHARLES W. SMITH.....An Old Quaker Magazine..... 250
JAMES E. BABB.....Judge E. P. Oliphant..... 254
J. D. LEECHMAN.....Bibliography of the Anthropology of Puget Sound Indians..... 266
EDMOND S. MEANY.....Origin of Washington Geographic Names 274
DOCUMENTS—The Nisqually Journal, Edited by Victor J. Farrar..... 294
BOOK REVIEWS..... 303
NEWS DEPARTMENT..... 309
INDEX..... 313

THE WASHINGTON UNIVERSITY
STATE HISTORICAL SOCIETY
UNIVERSITY STATION
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Entered as second-class matter, November 16, 1906, at the Postoffice at Seattle, Washington, under the Act of Congress of July 16, 1894.

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ISSUED QUARTERLY
Two Dollars per Year

Contents

WILLIAM S. LEWIS.....The Trial Bibles Compared in Detail 243
CHARLES W. SMITH.....An Old Quaker Stepping 259
JAMES R. HAND.....Judge R. F. Gilbert 264
R. D. LE SCHELBY.....Bibliography of the Anthropology of Puget Sound Indians 269
EDMOND S. MEANY.....Origin of Washington Geographic Names 274
DOCUMENTS—The Stephens Journal, Edited by Vivian J. Fuller..... 284
BOOK REVIEWS 292
NEWS DEPARTMENT 299
INDEX 313

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Announcement

¶ Volume XI. is completed with this issue and the usual title page and index are provided for the convenience of those who bind the files.

¶ As promised in the last issue, the second article from the University of Washington Library School is presented. Mr. Leechman's Bibliography will prove helpful to all future writers who study the Indians of Puget Sound.

¶ There is a singular dearth of material about Judge E. D. Oliphant, who was appointed to the District Court of Washington Territory by President Lincoln. Mr. Babb's article in this issue is the only biography of Judge Oliphant known to have been published in the northwest.

¶ Corrections of the items in the articles on "Origin of Washington Geographic Names" are requested and welcomed. Such corrections are to be used in the permanent volume to be published later.

¶ Those interested in Washington's military history will prize the letter of George Gibbs in the last issue and the article by William S. Lewis in the present issue of the *Quarterly*.

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